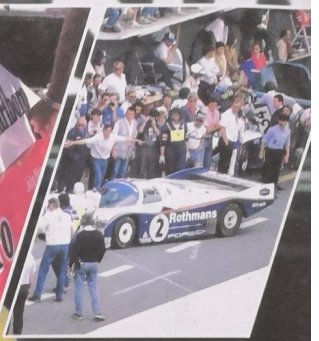
GRAND PRIX

INTERNATIONAL



FORMULA ONE

Detroit, Paul Ricard, Silverstone

RALLYING

New Zealand

FREE POSTER

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YOU CAN SEE IT ON THE BACK OF THE LATEST CAVALIERS. (IF YOU'RE QUICK.)

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Samson costs no more than other premium batteries.

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You'll need a new car before you buy a new battery.

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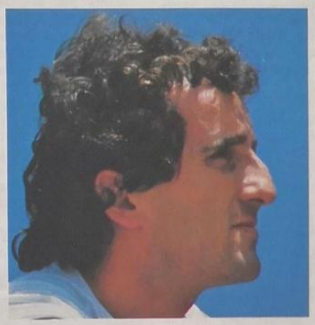

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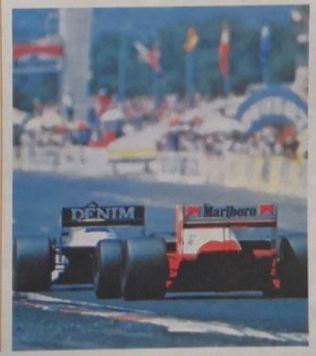
GPI went to Detroit, Paul Ricard and Silverstone. These three Grands Prix prove that this year's F1 championship is anything but predictable.



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Your views and comments — readers write in! Plus Insights into living with a F1 driver.

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In this issue: a PRO ONE insert (pages 81/88). PRO ONE s.a., Dominique Schwarts, B-Brussels (2) 648.50.76.

TOPICS

Among the 17 races listed on FISA's provisional 1986 Grand Prix calendar are world championship rounds in Japan (April 6) and Mexico (October 12).

The luckless RAM-Hart F1 team has lost so many chassis and engines in accidents and blow-ups this year that it may not be able to continue. Team owner John Macdonald says that a decision will have to be made after the British GP.

Although the Belgian motorcycle GP went ahead as planned at Spa-Francorchamps on July 7, several leading riders complained about the poor quality of the resurfacing which had been done since the car GP was abandoned six weeks earlier. If the track again proves unsatisfactory for F1 cars on the revised Belgium GP date (September 15), the organisers will forfeit the $100,000 bond which they have had to deposit with FISA.

Canon team boss Richard Lloyd was understandably indignant to read in July's GPI that his Japanese sponsor was unhappy with the performance of the Canon-Porsche 956 at Le Mans. Not only did the Silverstone-based team finish 2nd with Jonathan Palmer and James Weaver, but they were clearly superior in speed and consumption to the works Rothmans cars.

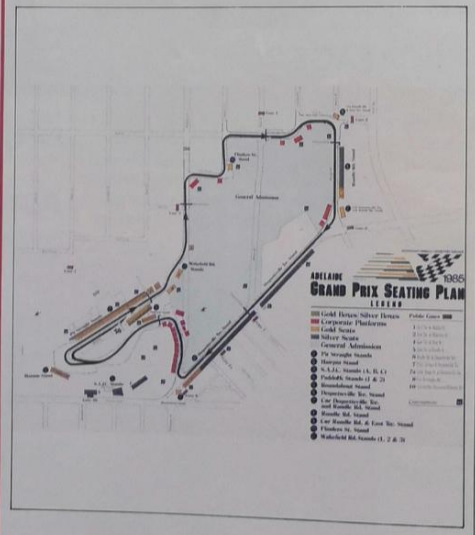
Stefan Johansson, normally one of the most popular drivers with the press, found at Ricard that he didn't have quite as many friends as usual. He was, in fact, recovering from a mild attack of chicken pox.

Indy-car racing has gone Brazilian ! In addition to twice world champion Emerson Fittipaldi, the CART championship is now also being contested by ex-F1 men Chico Serra and Paul Bœsel, plus reigning FISA Formula Mondial champion Roberto Moreno.

Among the numerous cock-ups which crept into the last edition of GPI was the statement that John Corsmit was FISA's circuit safety inspector. The post is, in fact, filled by Britain's Derek Ongaro.

AUSTRALIAN FORMULA ONE GRAND PRIX

Preparations for the first ever World Championship round of the Australian F1 Grand Prix are running on schedule.
Executive Director of the event Dr Hemmerling said, "*We have told engineers constructing the track that we require a completed circuit by the end of June. We believe that the circuit will thus have time to settle and harden so that it will be in good condition for the race. Construction engineers preparing the circuit had tested a number of mixes and have settled on the final mixture for the racing surface.*"
F1 driver Alan Jones commended a test strip of the new surface after a recent touring car race there for its smoothness and grip. The Australian will be returning to Grand Prix racing in September at Monza and will be a major attraction at the Australian F1 Grand Prix in Adelaide from October 31 until November 3.
"*Booking pressure on airlines, travel agents and accomodation houses has already been very strong,*" Dr Hemmerling said. "*The hotel bookings in Adelaide and country areas to a radius of some 80km are running in excess of 90%...*"
Tickets are available through Bass, a national ticket selling agency. Prime tickets are Gold Pass passes, which entitle holders to a seat in a grandstand on each of the four days of the event and are priced at 80 dollars each. General admission costs 55 dollars for a four-day ticket, 20.90 dollars just for Saturday and a one-day pass for Sunday November 3, 25.90 dollars.
For further information please contact:
Daniel Gerard or Terry Plane, POB 1111, Norwood, South Australia, 5067. Tel: 2231111.



TAMBAY LINE

Patrick Tambay the Renault F1 driver has lent his name to a line of products created by the company Contest SA based in Switzerland. Contest manufacture articles for car enthusiasts as well as various sports articles such as wheel rime (from 315 FS), exclusive Momo F1-style steering wheels (375 FS), track suits (110 FS), quartz watches (300 FS), sunglasses (59 FS) and so on. These articles bearing the French driver's name and many more can be obtained from: Contest SA, Case Postale 7, CH 1181, Bursins, Switzerland. Tel: (021) 74.14.85.

BAD DRIVING TO BE PUNISHED

Pierluigi Martini

Although the 1985 Grand Prix season has produced some close racing between the four or five top teams, it is noticeable that some of the drivers of less competitive cars are showing scant concern for the front runners while being lapped.
The most heavily criticised driver in F1 at present is Pierluigi Martini, the 24-year old youngster from Ravenna whose family has helped the Minardi team to get into F1. During the French GP, Martini's reluctance to watch his mirrors almost put Niki Lauda and Patrick Tambay off the road. Later in the same event Martini was involved in the incident that put an end to Gerhard Berger's promising race, and there have been several other complaints about his driving in earlier GPs.
Criticism has also been levelled at the far more experienced Andrea de Cesaris, whose once promising career is handicapped by the less than wonderful Ligier-Renault which he is driving.
Alain Prost was so furious about being baulked by Andrea on the last lap of the Canadian GP that he complained face-to-face.
FISA officials are anxious to investigate and, if possible, to punish bad driving. They have therefore insisted on all incidents being reported by trackside officials, so that bad driving can be punished.
It is disappointing, however, to report that FISA chose not to act on its investigation of the horrifying incident involving Nelson.
Piquet and Riccardo Patrese at Monaco. "*Even after spending several hours examining video tapes and other evidence, we were unable to reach a definite conclusion about who was responsible for the accident.*" said FISA official John Roxburgh (Australia).

We hope they will have less difficulty apportioning blame when they view the tapes of the Alliot/Brundle incident at Detroit and the Martini/Berger clash at Ricard.

EURO-GP ON OCTOBER 6

After two changes of date, Brands Hatch will definitely be staging the Shell Oils-sponsored European Grand Prix on October 6. John Webb, MD of the Brands Hatch circuit group, had expected to be taking over the September 22 date originally allotted to the Rome GP. These plans had to be abandoned when FISA reinstated the Belgian GP for September 15.
Later, having announced that his race would take place on September 29, an embarrassed Mr Webb was again obliged to delay his event by a week, to October 6, evidently to fit in with FOCA television scheduling.
In spite of the Brands Hatch date change, with four races in five weekends the late summer F1 calendar is busy enough to give mechanics nightmares. The new schedule looks like this:
August 18 Austrian GP (Osterreichring)
August 25 Dutch GP (Zandvoort)

September 8 Italian GP (Monza)
September 15 Belgian GP (Spa)
October 6 European GP (Brands Hatch)

NO MORE F1 RENAULTS?

A couple of days before qualifying started for the French GP, the influential French daily sports newspaper, "l'Equipe", reported the persistent rumour that Renault would officially withdraw from racing as a works F1 team at the end of the 1985 season. The story was later followed up by one of the state-owned radio channels.
Although official Renault sources deny that any firm decision has been made on the subject, it is in fact normal practice in French motorsport circles for important Renault policy to be "leaked" through these two important media in advance of any official announcement. The rumours must therefore be taken very seriously.
Commercially, Renault's car manufacturing operations are far from healthy, and late last year a new president was appointed by the (socialist) government in order to implement a 20 per cent reduction in factory manning levels. The cost-cutting exercise would now appear to have extended to the racing team, which has cost literally tens of millions of pounds to run since its F1 debut in 1977.
In spite of this apparent threat to the Elf-sponsored Grand Prix works team, it is understood that Renault will stay in F1 as an engine supplier. This is a great relief, because without Renault's help, Lotus, Ligier and now Tyrrell would find it difficult to keep on racing.

TAKING THE RAP

No form of competition offers such generous rewards for success as motorsport. By the same token, only a handful of permitted activities can offer such cruel penalties for a mistake.
It is therefore incumbent on all those who occupy positions of responsibility in the sport to ensure that the highest standards of safety are not only demanded but also imposed. For this reason, we anxiously await the reaction of FISA to an incident involving Nigel Mansell during the untimed practice for the French Grand Prix at the Paul Ricard circuit on July 6.
Mansell's Williams Honda suffered a tyre failure as it turned into the Signes corner at the end of the main straight. It actually passed through one of the nearby timing beams at over 320 kph as it went out of control, and Mansell was lucky to escape with nothing worse than a bad case of concussion.
The accident occurred at 11 am, twenty minutes before the session was due to finish. Three times World Champion Jackie Stewart, who was an eye-witness, urged marshals to get the session halted. Using an observer's radio, he informed race control that the circuit could no longer be considered safe at that point. Stewart was speechless to be told by an official that with only fifteen minutes left to run, "the session is not worth stopping."
Since coming to office in 1979, FISA President Balestre has been anxious to uphold what he sees as the prestige and credibility of the International Federation. It is unfortunate to note that some of the targets at which the Federation has aimed have been easy ones, like Jacky Ickx's decision to stop last year's Monaco GP. Other cases have been treated with astonishing leniency. Why, for example, was Spa fined only 10,000 dollars for a deliberate, premeditated evasion of the standing rules on resurfacing, while a driver (the unfortunate Mansell, as it happens) was fined almost as much last year for a momentary error of judgement?
It would be absurd to suggest that President Balestre and FISA seem to take an altogether more lenient attitude to miscreants who carry political or even commercial influence. Nevertheless, we look to them now for a clear and unequivocal declaration on what should have been done at Ricard. Even if it's only the lives of drivers and race officials which are at stake.

AJ'S TESTING TIME

Alan Jones

Back in London, via Detroit, is returning world champion Alan Jones, who expects to be racing in the final six rounds of the 1985 world championship behind the wheel of the eagerly-awaited Beatrice Lola F1 car which is nearing completion at the new force team's workshops in Colnbrook, near London's Heathrow airport.

The Chicago-based Beatrice Foods group of companies is the most important non-tobacco sponsor to come into motor-sport since Renault in 1977. Although the new car will carry the "Lola" name, it has been designed jointly by a team that includes ex-Williams engineer Neil Oatley and ex-Ralt co-designer John Baldwin. Eric Broadley of Lola Cars Ltd is retained as a consultant by FORCE team owner Carl Haas, the US Lola importer whose Beatrice-sponsored Indy-car team is led by former world champion Mario Andretti.

The new car is expected to start testing in mid-August. To begin with, it will be powered by Hart 4-cylinder turbo engines, although it is expected that by the beginning of 1986 the team will be getting the all-new V6 Ford engine being developed jointly by Cosworth Engineering and technicians of Ford's US and European divisions.

Having narrowly beaten Nelson Piquet to the 1980 world drivers' Championship, Alan Jones retired from racing and the Williams team at the end of 1981. Although he settled down in his native Australia, he continued racing a wide variety of cars, and even made an abortive two-race F1 come-back in 1983 with the Arrows team. Now 38, he has been tempted out of retirement not just by the Beatrice cash but also by the challenge of starting F1 from scratch, just as he did with Frank Williams in 1978.

DAVID PURLEY

Following an accident on July 2 when his Pitts Special stunt plane crashed into the sea near his home in Itchenor, Sussex, the death has been announced of former Grand Prix driver David Purley, GM.

Purley, who was 40, held a place of particular affection in the hearts of British fans who saw him racing in the 1970s (writes Mike Doodson). In 1969 he resigned his commission in the Army in order to take up a full-time career driving a variety of cars entered by LEC Refrigeration, the company which had been founded by his father Charlie.

It was still possible in those days to race privately in F1, and after what can only be described as a number of adventures in F3 and F2, "Purls" joined the F1 brigade for a handful of Grands Prix in 1973 with a March-Ford. It was during the Dutch GP that David's name became known around the world. The similar March-Ford driven by his long-time rival Roger Williamson crashed and overturned, trapping its driver, Purley had just stopped, and live television clearly showed him attempting, in vain as it turned out, to rescue Williamson single-handed while race officials cravenly stood by without helping.

As a result of the publicity, literally dozens of awards including Britain's own rarely-conferred George Medal — were showered on Purley from all over the world. In the best tradition of British heroes, David accepted them in quiet embarrassment. To his great credit, he refused point-blank to accept any sponsorship which might have exploited his sudden celebrity.

David's F1 career resumed in 1977, when he set up a team to race the LEC-Ford designed by Mike Pilbeam. But it came to a dramatic halt at Silverstone in 1977, when a jammed throttle during qualifying for the British GP caused a terrible accident which shortened the cockpit area of the car by 26 inches. It was months before David could put any weight on his left leg, which had been dreadfully injured. But he insisted on a series of painful operations and exercises which gave him back the use of the limb. He even took part again in a number of races, but he had got interested in aviation, an activity which enabled him to give some time at last to the family business as the company pilot.

There is no doubt, however, that the newspaper description of David Purley as a "daredevil" was true. Stunt flying fulfilled his sense of adventure, which was in no way dulled by a series of incidents, including a recent one which forced him to land on a local rugby pitch while play was in progress.

Those who knew him and loved him will agree that David died doing something which, for all its selfishness and risk, he adored. To Gail, his wife, and to Charlie, his father, we offer our sympathy.

LANCIA DELTA S4 "PROTOTYPE" DEBUTS

It was at the 1000 Pistes Rally (Canjuers, France) that the Lancia S4, brought in to replace the Gp B Lancia Rally Abarth before the end of the season, had its maiden round.

Markku Alen's new Italian car was entered in the prototype class of the French Rally (won by Chomat in Volta's Lancia 037). The future Gp B has also been entered for the Romagna Colline Rally in Italy in the experimental class and will not be homologated until afterwards, possibly in time for the San Remo.

Martini Lancia team manager Cesare Fiorio was said to be pleased with the car's results.

On its first official outing the turbo-charged 1750 cc 4-cylinder Delta S4 power unit was down on paper as developing 400 bhp with 50mkg of torque and tipped the scales at 890 kilos.

1985 RAC RALLY: NOTTS TURNING POINT

The main route of the 1985 RAC Rally, counting for the World Rally Championship, has just been published. It will be run over 2,000 miles and will comprise 65 stages, covering a total of 600 miles. Nottingham has been chosen as the Rally's turning point. Beginning on Sunday November 24, competitors of the five-day Rally will first cover the Welsh tracks and then return to Nottingham, ready for the North (with a halt at Carlisle). The finish will be at Nottingham, too, on Thursday November 28.

For further information, please contact, Lombard RAC Rally, RAC Motor Sports Association Ltd, 31 Belgrave Square, London SW1X 8QH.

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ALAIN PROST
STILL TIME TO BE CHAMPION

WITH MORE RACE WINS IN THE PAST THREE YEARS TO HIS CREDIT THAN ANY OTHER GRAND PRIX DRIVER, ALAIN PROST IS A TOP CONTENDER YET AGAIN FOR THE WORLD CHAMPIONSHIP THAT HAS ELUED HIM AT LEAST THREE TIMES ALREADY. JINXED OR JUST UNLUCKY, HOWEVER, HE SEES PATIENCE AND HARD WORK AS HIS ALLIES IN THE QUEST TO BECOME FRANCE'S FIRST CHAMPION DRIVER.

by Mike Doodson

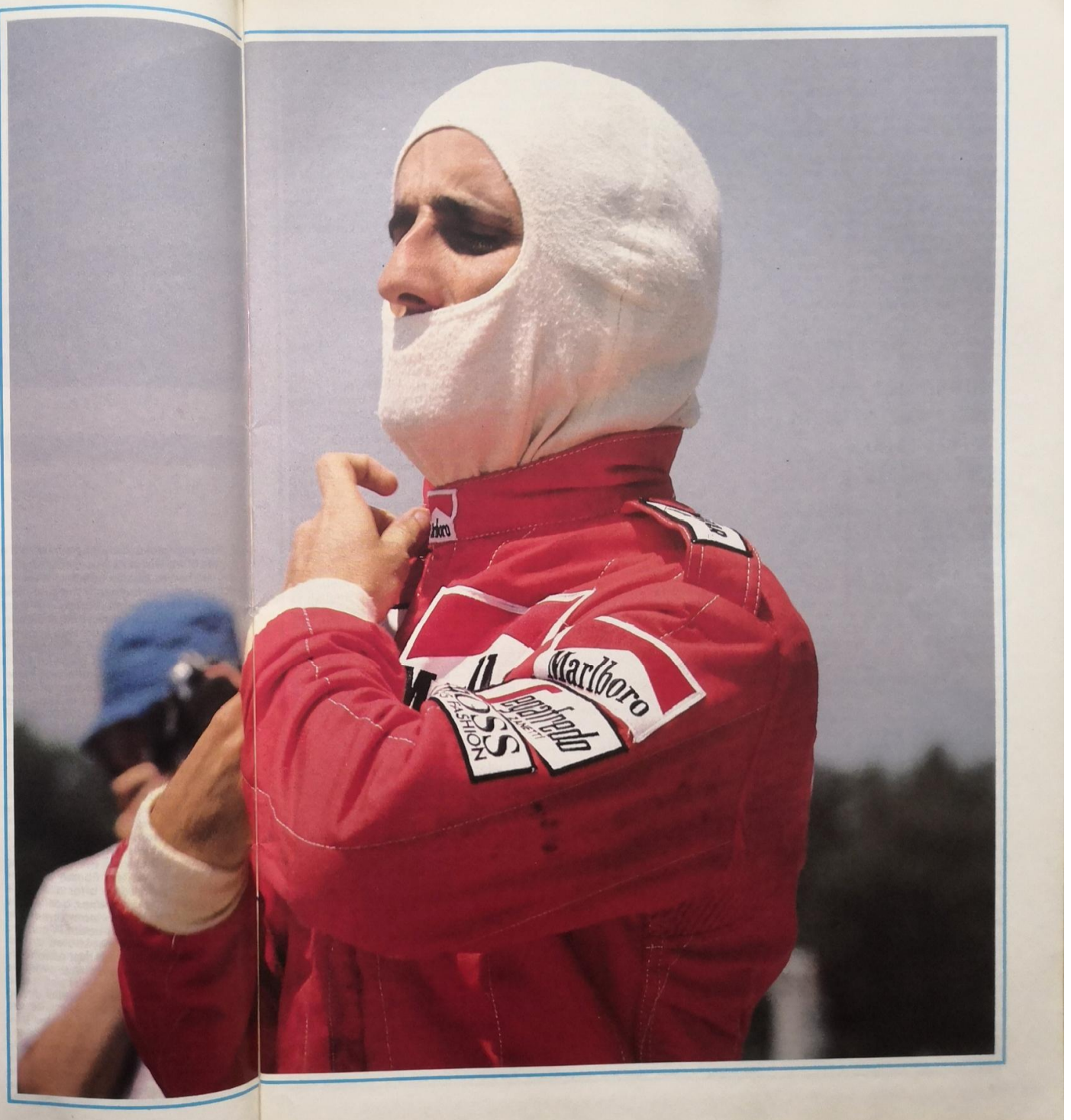
We sat down together in the back of a VW bus parked in the paddock at Silverstone. It was the second day of McLaren's final pre-British GP test, and later that afternoon he slipped in a super lap time of 1m 06.8s, a new unofficial lap record at just over 251.6 kph. His lunch — an apple, a pear and a few grapes — sat untouched in his lap while we chatted. He apologised for his unshaven chin : "*I know that it makes me look tired, but really I am in good physical shape.*"

He certainly looked happy, a satisfied and contented man. What a contrast with the Prost of 1983 ! By the end of that season, a 14 point advantage in the world championship had melted away under a determined assault from Nelson Piquet and his Brabham-BMW.

In the final round, at Kyalami, Prost's Renault blew a turbo when he was already being well beaten by Piquet. He returned to Paris that night, defeated : within three days he had severed his links with Renault and signed up with Marlboro-McLaren.

Renault claimed that by having openly criticised the team's unwieldiness, Alain had broken a fundamental rule. The Regie's Christmas card featured Patrick Tambay, his replacement, leading the new McLaren recruit through a Ricard swerve. Alain's response : he won seven of 1984's 16 Grands Prix, equalling Jim Clark's one-season record. Meanwhile, the team to which he had devoted four years of his life tottered, win-less, to the end of its worst-ever season.

"*I am relaxed since then, of course,*" he



said, the bag of fruit still untouched. "*I did not change deliberately, though. Things changed because of the way we work at McLaren, and because of the people there. With Renault, every time I opened my mouth I seemed to say bad things...*"

But nothing he had ever said at Renault could compete for cruelty with some of the things that have happened since 1983. Even in his beloved St Chamond, the working-class town near Lyon where he had lived throughout his life, there were signs of jealousy. His Mercedes was vandalised, rumours were spread that he (a State-sponsored driver, no less!) had cheated on his income tax. He left, for Switzerland, where he and Anne-Marie now live peacefully enough with their two year old son Nicolas. A former school teacher, she only rarely comes to the races, leaving Alain to the friends he has made in racing.

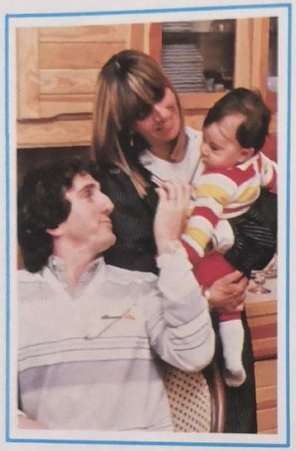
"WITH RENAULT, EVERY TIME I OPENED MY MOUTH I SEEMED TO SAY SOMETHING BAD"

While many of his friendships evaporated in the post-Kyalami shock, those which stayed with him are stronger, more dependable. In theory, being beaten to the world championship again last year should have been even more depressing than the 1983 experience. In practice, while it was a disappointment, it didn't dent the harder, more philosophic shell of the "new" Prost. He has now won every Grand Prix currently in the book, except the Canadian and Detroit. With 16 victories in the past three years, he is F1 racing's most consistent performer. "*At 30,*" he insists, "*there is still plenty of time to become world champion.*"

"*The most important thing now is to be competitive every year. I don't want to be world champion one year and then go down completely the year after: for Nelson, it must be very bad. I prefer to be able to fight for the championship every year, even if I am not the champion. You know, with the kind of contract that I have at the moment, and the life I have, the championships would not change anything, except to give me more problems, more aggravation. I don't need the popularity.*"

He was, for a few months in 1983, one of the most popular men in France. Renault mounted its "Allez, Alain!" campaign, with posters carrying his portrait on billboards across Paris, when he was 14 points ahead in the championship. "*I got very bad reaction from it,*" he says. "*Same thing with the bodyguards that were sent with me to Monza. Some guy in the press sent all the details to the Italian newspapers, about how I needed to be protected. That was bad for me: I am still very unpopular in Italy.*"

In fact, he can be delightful company, with a spontaneous, child-like sense of humour. Waiting for an interminable dinner to be served to us in a swanky German hotel at the time of the pre-Nurburgring testing last year, he plonked his side-plate on top of his head and proceeded to drum on it with his knife and fork. Nobody could help laughing, except for a thoroughly disconcerted waiter. Alain smiled the self-satisfied look of a ten-year old who's just got his mummy's attention.



Formal dinners like the one in Germany are a chore for him. Since the beginning of 1984 he has been following a diet set for him by Willi Dungl, the dour Austrian physiotherapist who has been with Niki Lauda for over ten years. "*Even though sometimes I like to eat in a good restaurant, I know the diet is good for me. Willi doesn't tell me to eat exactly this and that, except to avoid sauces and heavy foods. What he has been doing since the beginning of last year has been to watch me, to see what I need and the sort of foods that make me feel uncomfortable. So I eat a lot of fruit, a lot of fish, also cheese and yoghourt and milk. I only eat meat once per week.*

"AT THIRTY, THERE'S STILL PLENTY OF TIME TO BECOME WORLD CHAMPION"

"*Physically, I do a lot of sport. I go jogging almost every day when I am at home. I play golf when I can, and tennis. I do some gymnastics at home, but I never do anything thinking that I have to do it. I only do it because I like it.*" His best friend in racing is, in fact, Jacques Laffite. They own a golf course together, near Dijon, and even if they're not travelling to races together, Jacques is invariably at the airport to meet Alain so that they can fit in a hole or two immediately. They are the two lightest drivers on FISA's list, with Alain tipping the scales at a mere 62.5 kilos, including helmet and flameproof kit. An incidental advantage is that he and Niki can fit into virtually identical seats in the McLaren, with only minor adjustments to the pedals and other controls. If there's one thing that a designer likes better than a quick driver, it's a light driver who doesn't need to have his car tailored around him.

"I AM STILL VERY UNPOPULAR IN ITALY"

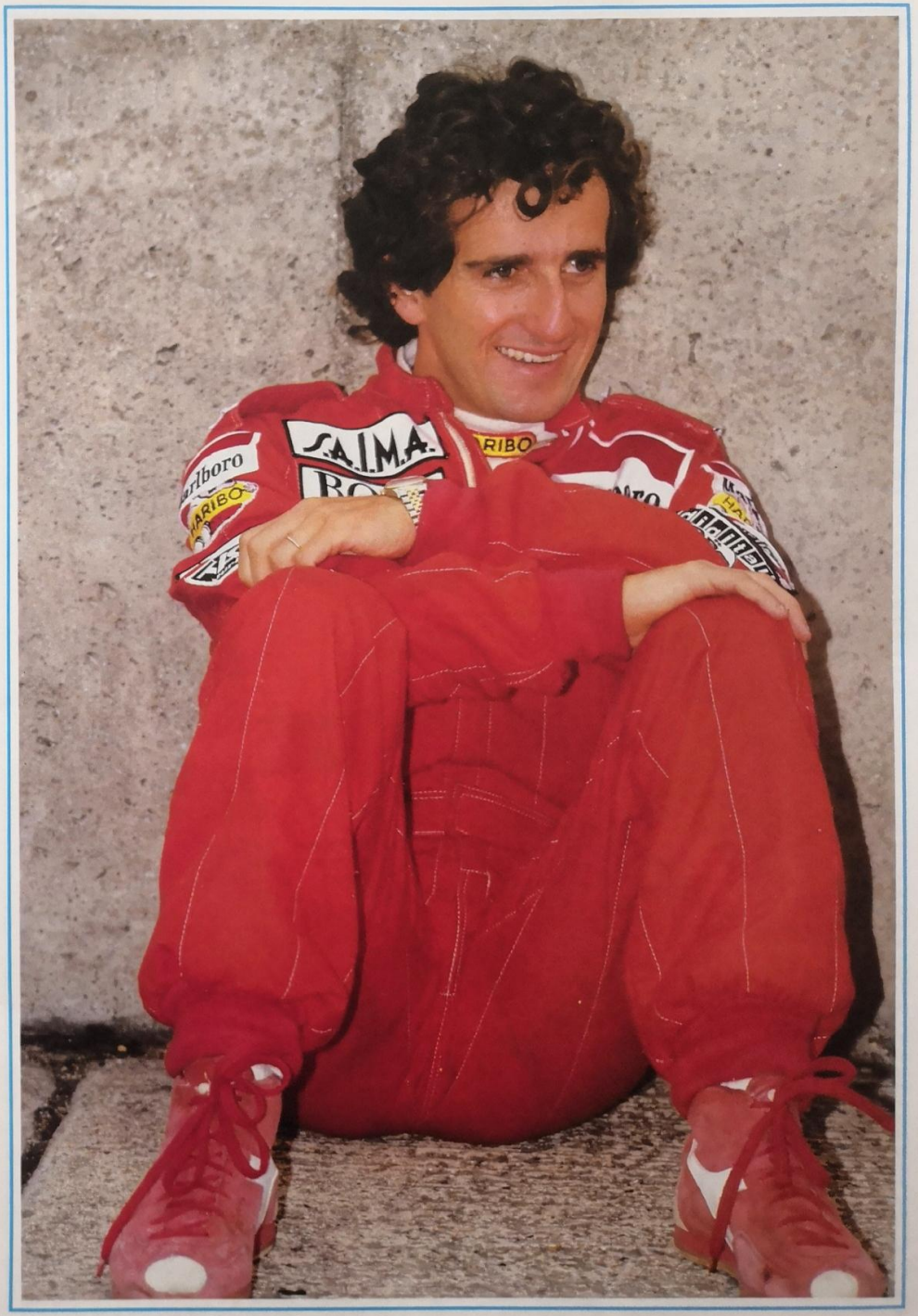
When last year's drivers' championship narrowed down to a straight fight between Alain and Niki, some of the German-language Press started to write that Ron Dennis and John Barnard were actually favouring Alain over his Austrian team mate. The misunderstanding arose, in fact, because Dennis, in his anxiety to show no favouritism at all, showed no emotion whatsoever when Niki won at Monza and closed the gap by nine points on Alain, whose engine had blown in the first couple of laps.

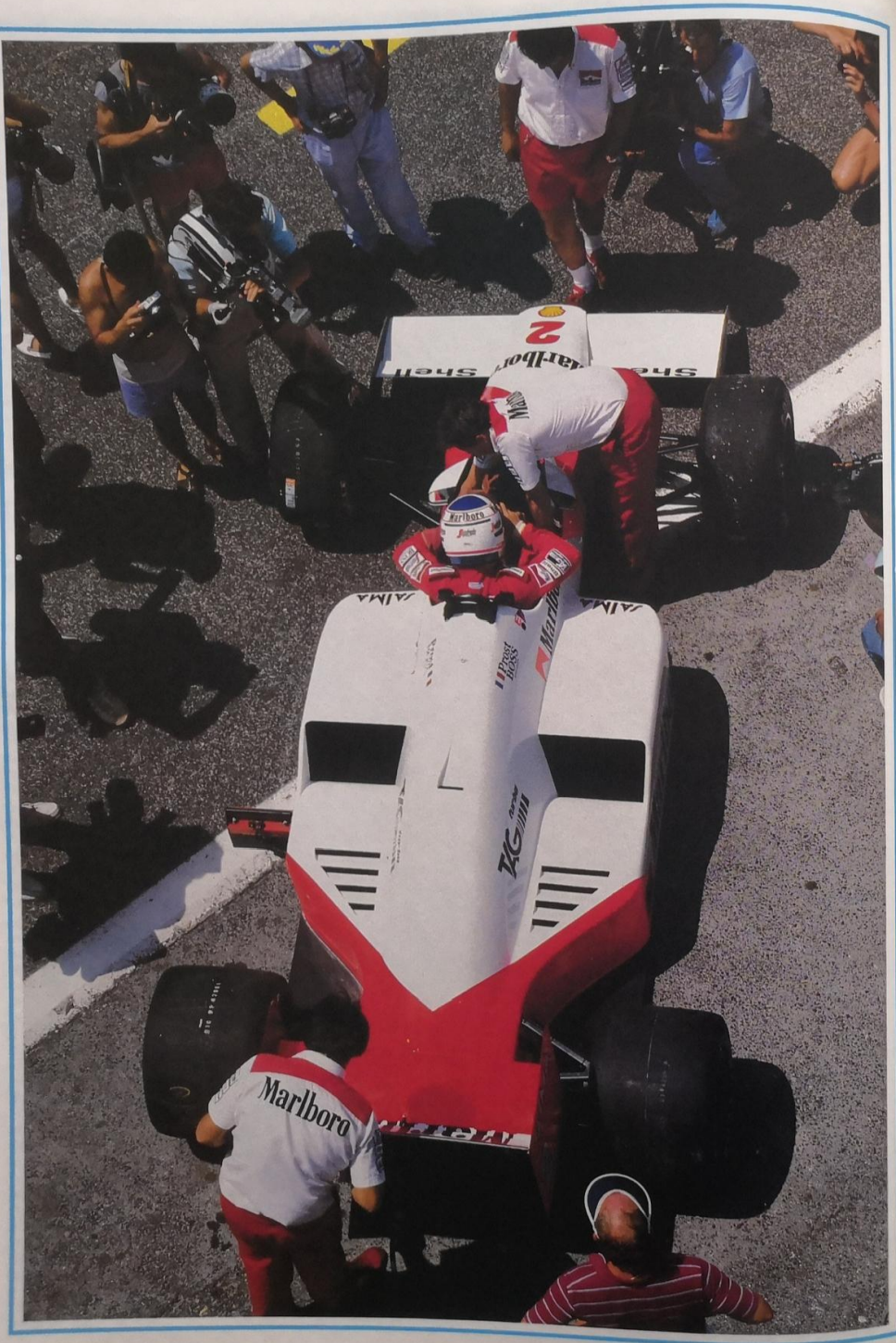
Now, however, Alain has taken over the natural position as leader of the McLaren team. While Lauda's three world titles earn him an appreciably fatter pay packet, technically the two are equal number ones. But Alain has signed with the team right through to the end of 1987, and that sort of faith must count for something with the management.

At the start of this year, Niki did not hesitate to criticise what he saw as the inaction of the team during the winter, nor to speak up about the lateness of the revised car, which he saw as an unnecessary gamble because it had scarcely even been tested. Prost promptly climbed aboard without complaining and took the MP4/2B to a debut win. Lauda's status, if not his credibility, suffered accordingly, and after seven rounds of the 1985 title it is Prost who has three victories (one of them disallowed) behind him, while Lauda has racked up six retirements and one 4th place.

By all accounts, the McLaren has been a more difficult car to drive than it was last year. At least until Ricard, where it appeared with subtle changes to the geometry of the front suspension, it has not responded to the sort of chassis fine-tuning for which John Barnard's designs are normally well known. In spite of the restricted qualifying boost available to the TAG engine, Prost has got on with the job, consistently outqualifying Lauda at every race.

When the same thing happened last year, at all but one of the GPs, Niki explained that he didn't like to take the same sort of risks in qualifying that Prost did. Maybe that was true of 1984, concedes Alain, but not anymore. "*Since the start of this season,*" he points out,





"the difference between Niki and me in qualifying has been one or two seconds, and I don't think it is a question of risk. It is a matter of risk if you are talking of the last two or three tenths of a second. But not two seconds. I think it is more a question of Niki not wanting to qualify. He likes to race, but he doesn't like having to push hard only one lap." The words are issued as the judgement of a professional, with no trace of animosity. Is this the sort of ungullible frankness which earned Alain the boot at Renault? If so, it seems harmless, even when he's questioning some aspect of his team's approach to racing. My questions unwittingly tripped us into one area of McLaren International's operational methods, namely that of radio intercommunications. Would it be a help, I asked, if Prost could be in radio touch with his team during the race, like the Williams and Renault drivers are?

"Sometimes, yes," he responded. *"I don't know why we don't have radios: maybe you should ask John Barnard."* He looked slightly mischievous, obviously remembering the disqualification at Imola for a car that was a couple of kilos below the limit: *"One reason may be the weight of the radio equipments, but I do not think that weight is a problem for us at the moment. Maybe John is afraid that a radio would make the drivers lose concentration. But if you take last year as an example, at Dijon, where my front wheel came loose, if I had had a radio I would have been able to tell the pit, because I knew exactly what had happened. They would have been able to repair it at the first pit stop. I could not have won that race, but I could have finished 3rd or 4th. And I would have won the championship!*

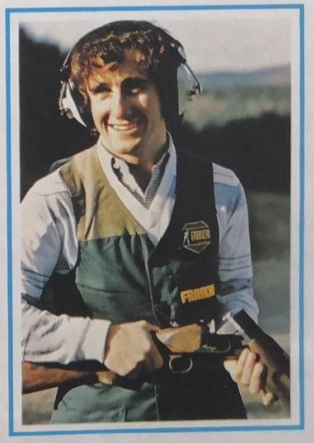
"NIKI LIKES TO RACE, BUT HE DOESN'T LIKE TO PUSH HARD ON ONE LAP"

I asked him about the difficulties that a driver has in pacing himself during a race. It is a quality that Alain has exploited countless times, especially at McLaren, where the comparatively limited "qualifying" performance of the TAG Turbo engine has often left him further back on the grid than its "race" performance deserves.

"It's difficult to explain," said Alain, reflectively, *"because it's half a physical problem and half a mental one. Sometimes you feel tired after a race, and you don't know why, maybe because the car was more difficult than usual. Some tracks are very exhausting: Brazil, because of the heat, and horrible places like Dallas. Monaco? Perhaps a little less tiring than it used to be: I will never forget 1982, with the skirts, when the bumps were terrible. The worst is a difficult track with a difficult car when you were perhaps expecting to win the race and perhaps you have had a problem. Once the race has started, you are never able to overcome a problem with the car, it makes no difference how hard you push. The one sure thing, though, is that if you win a race, you are never tired!"*

"WHEN YOU WIN A RACE, YOU'RE NEVER TIRED!"

Unlike so many other French drivers, Alain seldom seems to have an "off" day. This was a quality shared by Didier Pironi, but not by the late Patrick Depailler, or (in recent years) by Jacques Laffite. It has been suggested, by no less an authority than an instructor at one of the French race-driving schools, that most of the would-be F1 drivers that he has had through his hands (including some very famous names) lacked the potential ability of most of their British counterparts. The main reason for the disparity, according to the instructor, was that the French drivers receive such generous backing from sponsors, at such an early stage of their careers, that they don't acquire the motivation which comes from having to fight for cash as well as recognition, as most British drivers have to do.



If that theory is correct, Alain has bucked the trend. He started in karting because it was comparatively cheap. *"Ten years ago, you could get started in karting for very little money,"* he recalls. *"It's very different now, but my first kart cost me 700 francs (about £65 even then). And that was all! The year after, a team in France put me under contract: I twice won the French championship, and then they gave me some money to do the driving school of my choice. I was a professional after one year. It's difficult to imagine now huh? I spent 700 francs to arrive in Formula 1 — which I think for a guy like me was not bad! Even if you paid everything, ten years ago, you could do a season of karting in the French championship with perhaps 1000 dollars, the maximum budget including travel and a mechanic. I could do the season with two sets of tyres, one engine, one chassis and doing the mechanic myself. Now it is 30 or 40 thousand dollars, because they have tow cars, trailers, trucks, everything."*

Perhaps it is because the McLaren team expects no more from Alain than he expected from himself in his karting days that has helped him to relax in the past 18 months. The only real pressure is to race, not to shake hands or to be pleasant with endless sponsors. John Barnard would like him to be somewhat less relaxed, because before the Ricard race many of the team's development secrets had leaked out. Everyone seemed to know about the revised suspension geometry which made the McLaren's handling more "adjustable", and the latest "handed" KKK turbochargers were common knowledge. Only later did Barnard discover that Prost, relaxed and confident in advance of his national race, had confided the secrets to the national sports paper, l'Équipe.

With us, he was more discreet, but it is evident that he expects to be more than competitive in the remaining races of the 1985 season. *"Aerodynamically, I am sure that we still have an advantage over Ferrari and Lotus. The car was not really suitable for the slow tracks at Montreal and Detroit, because the suspension was not quite right. But we have solved 50 per cent of the problem for this race at Ricard, and it should be 100 per cent sorted out for Silverstone."*

"I SPENT 700 FRANCS TO ARRIVE IN F1"

For Alain and the McLaren team, the Ricard result constituted what could turn out to be a turning point in the 1985 season. First of all, after a long and frustrating wait, the team at last has access to a qualifying version of the TAG V6 engine. Secondly, the minor modifications to the geometry of the front suspension have made the MP4/2B much more confidence inspiring. So effectively so, at Ricard, that Niki Lauda came back into the reckoning for the first time this season.

In the French race, Alain looked set for a solid 2nd place, only to have 2nd place snatched away from him on the line by Keke Rosberg's Williams-Honda. In the press room afterwards, however, Alain looked far from disconsolate, for both of his major championship rivals — Michele Alboreto and Elio de Angelis — had slipped a few points in the table. Alboreto's Ferrari, in particular, had been a disappointment after having been so promising in the previous three or four rounds.

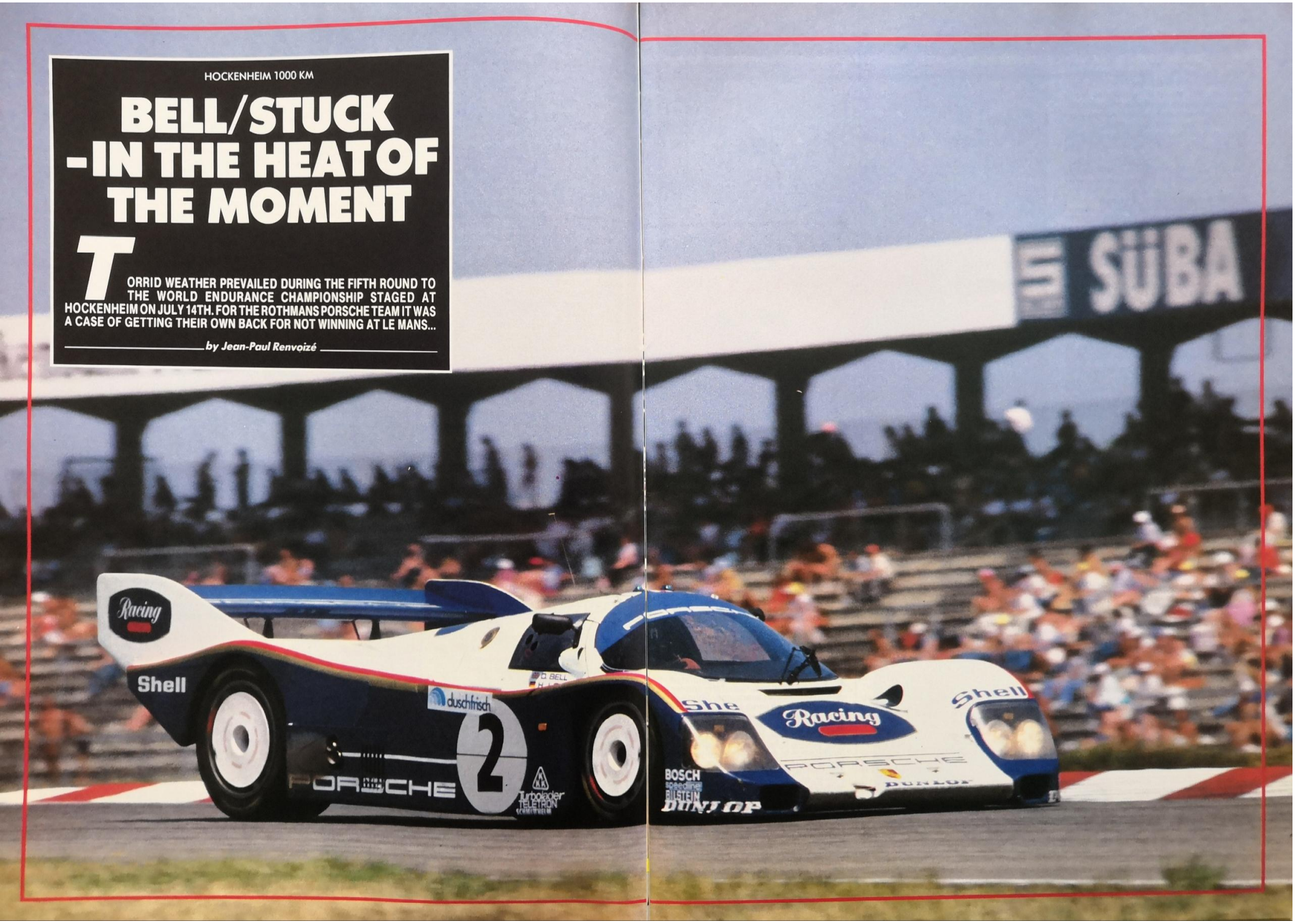
"I'm really looking forward to Silverstone now," grinned Alain. On another page of this edition of GPI, you'll be able to find out if that confidence was well-founded. ■

HOCKENHEIM 1000 KM

BELL/STUCK -IN THE HEAT OF THE MOMENT

TORRID WEATHER PREVAILED DURING THE FIFTH ROUND TO THE WORLD ENDURANCE CHAMPIONSHIP STAGED AT HOCKENHEIM ON JULY 14TH. FOR THE ROTHMANS PORSCHE TEAM IT WAS A CASE OF GETTING THEIR OWN BACK FOR NOT WINNING AT LE MANS...

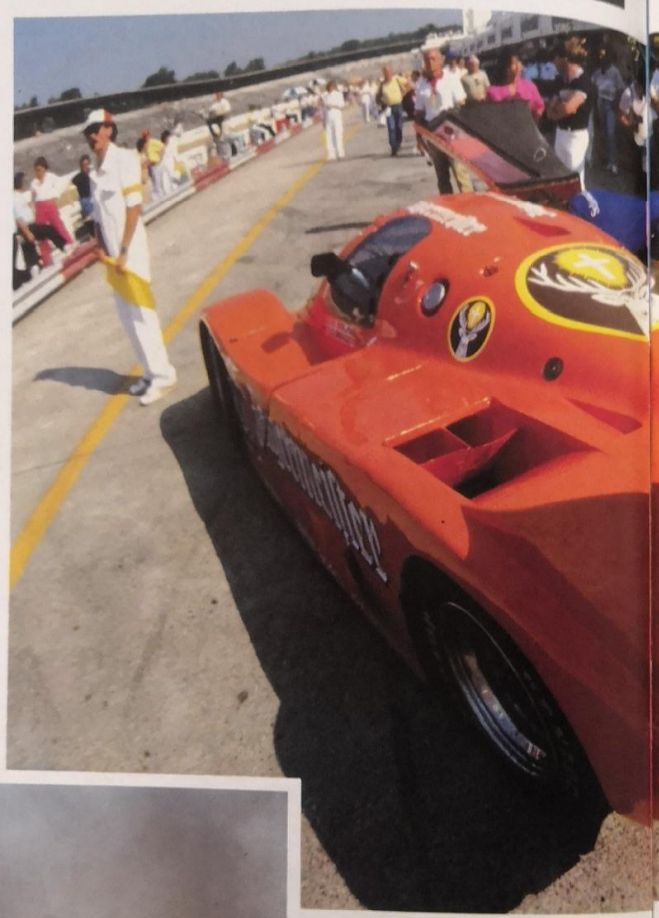
by Jean-Paul Renvoizé



After the Mugello, Monza, Silverstone and Le Mans rounds, the WEC competitors moved on to Hockenheim for a first-ever round on the German track. Formula One cars have been racing on the 6.788-km track since 1970 but the Endurance crowd usually meet up at the Nurburgring, 250 km to the North. The new "Ring" and Hockenheim will now be alternatively staging F1 Grands Prix and Endurance rounds.

NEW PORSCHE/LANCIA DUEL

With the Jaguar team absent that July weekend, the main contenders for the crown were the Martini Lancias and the various official and private Porsche outfits.
Group C Jaguar team owner Tom Walkinshaw explained that a lack of sufficient spare parts had kept his team away. Canon Porsche team manager Keith Greene, however, said that he'd seen the new Jaguars being tested at Snetterton and Donington and put the reason down to being more a case of inadequate preparation concerning road holding than a shortage of spare parts...
Whatever the reason, it means waiting until Mosport on August 11 for a Porsche, Lancia, Jaguar showdown.
The pair of Rothmans Porsche 962 Cs were the fastest lappers during qualifying to make the first row of the grid theirs. Behind them came the Bellof/Boutsen (956) and Winkelhock/Surer (962 C) Porsches, in turn preceding the Ludwig/Barilla 956 and Patrese/Nannini, quickest of the Lancia brigade. Ickx/Mass put in a time of 1m 55.18s to obtain their pole slot and Bell/Stuck 1m 55.30s, which put them alongside their stable mates on the front row.
Impressive times indeed when you consider that Alain Prost's (McLaren) track record established at last year's F1 Grand Prix was set in 1m 53.438s. In Group C2, it was the much-talked about Spice/Bellm Tiga Cosworth that was quickest.



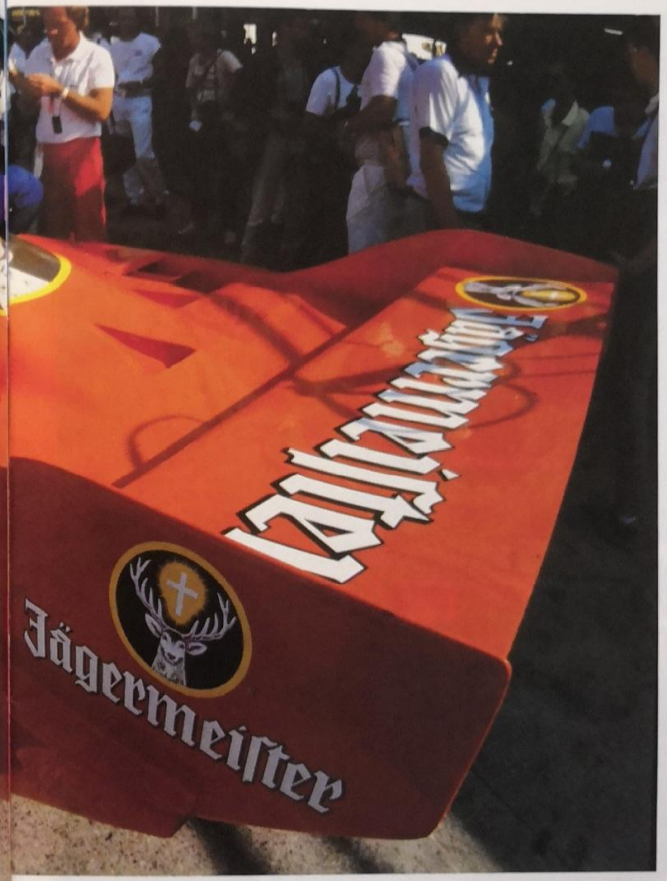
New to Endurance but a regular in F1, Gerhardt Berger was at the wheel of a Brun Porsche 956.

It could easily have been a fatal catastrophe for the Porsche and Kremer teams or here at the (ex-Kreepy Krauly) March pits.

COVENTRY CHALLENGES STUTTGART

European Group C Endurance racing got a welcome boost at the beginning of July, when Martin Brundle completed the first shake-down test of the Jaguar XJR-6 sports car at Snetterton. Although there have been some brave efforts by other British-based sports teams in the past twenty years or so, this represents the first serious long-distance racing attempt by a British factory since the withdrawal of Aston Martin at the end of 1969.
The chassis of the XJR-6 is the responsibility of Tony Southgate, and even with the comparatively low power produced by its two-valve V12 engine, it is expected to be competitive with the Porsche 962 and Lancia LC/2 opposition.
The racing debut of the new car will now take place later this month in the Mosport Six Hours.
The man behind the venture is Scotsman Tom Walkinshaw, who will be one of the drivers of the cars. His Oxfordshire-based business, Tom Walkinshaw Racing, has prepared the touring cars raced by numerous European and Japanese manufacturers. Last year the XJ-S Jaguars prepared and entered by TWR were invincible in the European Touring Car Championship.
Instead of adapting one of the American Group 44 IMSA Jaguars to Group C, Southgate has been asked by TWR to design an entirely new all carbon fibre chassis. Throughout this year, however, one of the Group 44 cars has been used by TWR engines to assess a four-valves-per-cylinder version of the classic V12 engine, which currently displaces 6-litres. Although slightly heavier than a Porsche flat-6, however, the unturbocharged Jaguar unit offers significant advantages in terms of good fuel consumption and smooth power delivery. These will be enhanced by ongoing experiments into electronic managements of the "48-valve engine".
One of the major handicaps which afflicts all Endurance car makers except Porsche is the lack of a suitably strong transmission. Following investigations, TWR will be using a new 5-speed unit developed by March Engineering for use in their sports cars, most of which are powered by torquey stock-block Chevy and Buick engines permitted for IMSA racing.
Tom Walkinshaw emphasises that Jaguar, not to mention his own company, would never have got involved in the WEC programme unless they believed that they could become consistent winners. Next year there are expected to be two XJR-6 entries and a strong driving team at all the major long-distance races. This can only be good for a branch of the sport which has suffered for so many years from domination by one manufacturer, Porsche. It remains to be seen what the Stuttgart company's reaction will be.

Mike Doodson



NEWS FROM ENDURANCE

- Kreepy Krauly have announced their withdrawal from Endurance racing. The South African team has sold its March Porsche to Costas Los, a well-known singer and he will be pairing up with F3000 star Christian Danner. The Yokohama-shod March is now liveried in green, orange and white.
- Wilson Fittipaldi, brother of the double F1 World Champion, was spotted at Hockenheim. He had come to Europe to see how his son was getting on in the Karting World Championship.
- Formula One driver Gerhardt Berger, from Austria, had his maiden-WEC drive at Hockenheim at the wheel of a Walter Brun Porsche 956.
- Alessandro Nannini (Martini Lancia) scored a fastest lap time of 1m 55.33s during unofficial qualifying.
- Lancia team manager Cesare Fiorio announced that his team would almost certainly not be present at the Mosport round.

BOY, WAS IT HOT!

Whilst the rockstars were busy entertaining the world in Philadelphia and Wembley in their effort to raise money for Africa's famine victims, Richard Lloyd, the man behind the Palmer/Hobbs Porsche entry, declared that any prize money won by his team would be donated to the victims. For the record, the Porsche Canon car had a "Live Aid" sticker on the widscreen.
Beaten at Le Mans, the official Porsche Rothmans team had the firm intention of taking its revenge at Hockenheim, only 130 km away from its home-base in Stuttgart. Future winners Hans Stuck and Derek Bell sensibly held back during the opening hour of the 1000 km race leaving Stefan Bellof and Manfred Winkelhock to sort the order out between themselves. They were accompanied throughout practically the entire race by the Patrese/Nannini Lancia.

Winkelhock (Porsche 956 No 9) and Stuck (Porsche 962 C) provided some of the thrilling action.

After the first sixty minutes of racing were over, Boutsen/Bellof had established themselves as race leaders, ahead of Bell/Stuck, 45s shy and Ludwig/Barilla, conceding 48s, then came Patrese/Nannini (Lancia), Surer/Winkelhock (a lap behind), Palmer/Hobbs, Brun/Berger and Ickx/Mass.

During a fuel stop on lap 86, a fire broke out on the Winkelhock/Surer 962 C. The scorching weather conditions were responsible. Only minutes earlier there had been a deafening crash, followed by a cloud of smoke as people pushed and shoved in panic. Fire engines rushed over to the Rothmans Porsche pit to put out the fire which had started when the two works Porsche 962s both pitted for fuel simultaneously. Just as the mechanics had finished filling up the tank on Mass's car — the German was about to take over from Ickx — the refuelling tank on its steel piling suddenly exploded. On the spot team manager Norbert Singer received severe burns to the face, legs, arms and back. He was taken to Ludwigshafen hospital, together with two other slightly less seriously burned team members. Shortly afterwards, exactly the same thing happened in the Kremer pit forcing Winkelhock/Surer into retirement.

MISSION ACCOMPLISHED

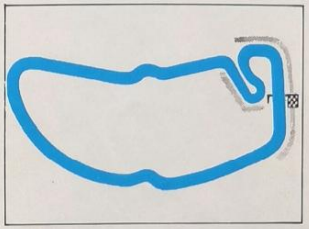
At the half way point (75 laps), Stuck/Bell were in command, 9s ahead of Sigala/Larrauri and Patrese/Nannini in the Lancia, some 11.6s behind the leaders. Their immediate followers, ie, Boutsen/Bellof, Wollek/Baldi and Ludwig/Barilla, were already conceding a lap, at least.

With six laps to go until the flag, Nannini worked his way past Larrauri, to begin chasing Bell, only 27s ahead, on his last stint in replacement of an exhausted Stuck. Unfortunately, Lancia hopes were dashed (again) as Nannini coasted to a halt going into lap 144, his engine lifeless. When the Italian got back to the Lancia pits after a long hot march, Bell had alread taken the flag ahead of the Larrauri and Ludwig Porsches. Nannini would only say that his engine had suddenly cut but it was obvious that the fuel tank was dry. Wollek and Baldi saved Lancia's honour by crossing the line just behind the three Porsches.

The Rothmans Porsche team certainly had their revenge at the fifth round to the WEC which will be remembered more for its catastrophes in the pits and yet another near-miss for Lancia. ■

HOCKENHEIM 1000 KM

Round four of the World Endurance Championship for makes and round five of the Drivers' World Endurance Championship.
Date: July 14, 1985.
Circuit: Hockenheim
Track length: 7.688 km
Race Length: 147 laps or 1000 km
Weather: Hot and sunny.
Entries: 44; **Qualified:** 40; **Starters:** 37; **Classified:** 16.



QUALIFYING

1. Ickx/Mass (Porsche 962 C) 1m 55.18s; 2. Bell/Stuck (Porsche 962 C) 1m 55.30s; 19. Bellof/Boutsen/Schiesser (Porsche 956) 1m 55.43s; 9. Winkelhock/Surer (Kremer-Porsche 962) 1m 55.61s; 7. Ludwig/Jones/Barilla (New Man-Porsche) 1m 55.62s; 4. Patrese/Nannini (Lancia Martini) 1m 57.10s; 14. Palmer/Hobbs (Porsche) 1m 57.81s; 6. Wolleck/Baldi (Lancia-Martini) 1m 57.88s; 13. Sigala/ Larrauri (Guffanti-Porsche 956) 1m 58.54s; 10. Kroesemeijer/Niedzwiedz (Pametex 956) 1m 59.19s; 20. Brun/Berger (Jaegerm-Porsche 956) 1m 59.36s; 8. J. Winter/Barilla/Konrad (New Man 956) 2m 01.25s; 26. Laessig/Regout/Pareja (Porsche 956) 2m 03.26s; 70. Spice/Bellm (Spice Tiga) 2m 07.30s; 74. Jelisnky/Graham/Reuter (G. JC 853 DFV) 2m 07.64s; 34. Danner/Los/Nabrink (March 84G Porsche) 2m 08.32s; 46. Thœolke/Becker (Zakspeed C8) 2m 08.39s; 82. Giangrossi/Barberio/Gellini (Alba G.) 2m 10.49s; 79. Mallock/Wilds/ Leslie (Ecosse Ford) 2m 11.79s; 24. Needel/Cooper Cheetah (G604 Aston Martin) 2m 11.83s; 80. Finotto/Facetti/Cesario (Alba-Carma) 2m 12.66s; 72. Lechner/Adamek/Gebhardt (JC 843 DFV) 2m 14.55s; 98. Smith/Hoy/Thyrring (Tiga Ford) 2m 14.79s; 81. Frey/Vanoli/Finotto (Alba-Carma-Tot.) 2m 14.88s; 100. Olivar/Jones/Smith/Striebig/Dubois (Chevron B 62) 2m 14.89s; 104. Del-Bello (Rond. Ford) 2m 15.40s; 97. Schanche/Dickens (Strandell-Porsche) 2m 16.03s; 99. Kimpton/Baker/Smith (Tiga-Ford) 2m 17.15s; 102. Wagenstetter/Hild (Lotec-Toy-Ford) 2m 17.91s; 158. Grohs/kœnig (BMW M1) 2m 18.42s; 90. Winther/Mercer/Birrane (URD-BMW) 2m 19.70s; 151. Gall/Dœren/Reich (BMW M1) 2m 21.12s; 171. Victor/Pallavicini/Taverna (Porsche 935) 2m 21.15s; 88. Payne/Andrews (Ceekar Ford) 2m 22.38s; 105. Nykjaer/Knudsen (Nykjaer-BMW) 2m 22.57s; 93. Descartes/Heuclin (ALD) 2m 22.87s; 153. Gœring/Haldi/Krankenberg (BMW M1) 2m 23.26s.

DRIVERS' GROUP C2 FIA TROPHY

1. Spice, Bell 90 points; 3. Mallock and Mike Wilds 55 points; 5. Payne 34 points; 6. Winther 32 points; 7. Facetti 31 points; 8. Ashmore 24 points; 9. Harrower 23 points; 10. Jelinski and Mercer 20 points.

GROUP C2 FIA TROPHY

1. Spice Engineering 70 points; 2. Ecurie Ecosse 40 points; 3. Carma FF 31 points; 4. Ark/Arthur Hough Racing 28 points; 5. Jens Winther Denmark, Roy Baker Promotion et Mazdaspeed 18 points; 8. ADA Engineering 15 points; 9. Strandell Porsche 12 points; 10. Teams Labatt's (Gebhardt) 10 points.

WORLD ENDURANCE CHAMPIONSHIP (MAKES)

1. Rothmans Porsche 72 points; 2. Lancia-Martini and New Man-Joest-Team 38 points; 4. Kremer Porsche Racing 33 points; 5. Richard Lloyd Racing 29 points; 6. Brun Motorsport 28 points; 7. Obermaler Racing 16 points; 8. John Fitzpatrick Racing 10 points.

DRIVERS' WORLD ENDURANCE CHAMPIONSHIP POINTS

1. Stuck, Bell 62 points; 3. Ickx, Mass 51 points; 5. Ludwig 46 points; 6. Winkelhocke, Surer 45 points; 8. Barilla 40 points; 9. Nannini 38 points; 10. Palmer 37 points; 11. Patrese 32 points; 12. Wollek 26 points; 13. Baldi 24 points; 14. Fouche 22 points; 15. Sigala, Larrauri 21 points; 17. Lammers, Hobbs, Laessig 16 points; 20. Weaver 15 points.

FINAL RESULTS

1. Bell/Stuck (Porsche 962 C) 147 laps in 5 hours 23m00.68s, at an average speed of 185.606 kph. 2. Sigala/Larrauri (Porsche 956) 5 hours 23m40.59s. 3. Ludwig/Barilla (New Man Porsche) 145 laps. 4. Wollek (Lancia Martini) 145 laps. 5. Palmer/Hobbs (Porsche) 143 laps. 6. Brun/Berger (Porsche 956) 142 laps. 7. Laessig/Regout/Pareja (Porsche 956) 136 laps. 8. Mallock/Wilds/Leslie (Ecosse Ford) 134 laps. 9. Spice/Bellm (Spice Tiga) 132 laps. 10. Finotto/Facetti/Cesario (Alba-Carma) 131 laps. 11. Gall/Doeren/Reich (BWM M1) 125 laps. 12. Goering/Haldi/Krankenberg (BWM M1) 122 laps. 13. Payne/Andrews (Ceekar Ford) 119 laps. 14. Winther/Mercer/Birrane (URD-BWM) 118 laps. 15. Grohs/Kœnig (BMW M1) 109 laps. 16. Olivar/Jones/Smith (Chevron B62) 96 laps.
Race Lap Record: Bellof/Boutsen/Schiesser (Porsche 956) 2m00.66s, at an average speed of 202.806 kph.

DETROIT GRAND PRIX

ROSBERG - YEAH!

ALMOST A YEAR AFTER HIS VICTORY LAST SEASON AT DALLAS, KEKE ROSBERG'S BACK ON THE BALL. HE HAS DEVELOPED A PARTICULAR AFFECTION FOR AMERICAN CIRCUITS SUCH AS DALLAS AND DETROIT WHERE HIS APPETITE FOR PERILOUS COURSES CAN BE SATISFIED AND HIS EXTRAORDINARY TALENTS BROUGHT TO THE FORE.

by Patrick Camus

FRIDAY

No sooner was the Montreal Grand Prix over than the F1 boys were on their way to Detroit and the Renaissance Center with its glass tower block piercing the skyline. The circuit was still boasting concrete walls alongside the track together with iron drain covers and inexistant run off areas. Parts of the surface had been relaid whilst other parts had worsened since last year's GP. Bumps had grown even larger humps and holes had become deeper but the twenty five drivers had come determined to steer their bucking broncs round the track in true rodeo fashion.

Mansell, Rosberg, Cheever, Warwick and Winkelhock were the most fearless of the fearsome cowboys during Friday's first session but were soon forced to admit that this year's ride was far more dangerous since there was less downforce and their mounts had become more powerful. It was a sight for sore eyes as the cars left thick black rubber lines on the track in the braking areas — except in the holes of course! Not to mention the cacophony of clutches burning out under the strain of the throttle pedal being excessively floored out of an abnormally high number of hairpins. The Ferraris and Brabhams suffered more than others because of the high amount of power under their engine covers. Just keeping the single seaters to their lines on a single lap became an achievement in itself. Spins were all too frequent as a long list of names steadily built up. Tambay, Fabi, de Angelis... Unfortunate encounters were also on the menu with Berger finding himself stranded sideways on the track as Patrese unavoidably rammed into him. Most uncharacteristically Frenchman Alain Prost gave the wall a heavy bonk, injuring his wrist and the McLaren's nose. The cause to his shunt was traced to an incorrectly fastened Lockheed duct on the rear right brake caliper...

DE ANGELIS: "WE WERE LOCKED TOGETHER AGAINST THE GUARD RAILS FOR AT LEAST 200 METRES"

And so the mayhem continued as Warwick left his Renault out on the track with a busted final drive. Martini completed his 4th lap of the morning, his engine temperature soaring far too high for comfort. Martin Brundle's normally-aspirated power unit blew. Winkelhock found himself minus the gearbox. Boutsen resorted to the spare car when the electrics went on his favourite Arrows. Tambay and de Angelis tangled as the Frenchman went out to warm a soft set of qualifying tyres whilst the Italian was out on a quick lap. *"I hit Patrick really hard,"* said Elio. *"We were locked together against the guard rails for at least 200 metres."*

And so ended the first untimed session with Senna scoring the fastest time.

The first qualifying session got under way at 1:10pm on a rather uncertain note in view of the fact that no-one really knew what tyres were best suited to the American track. For those on Pirelli rubber the choice was rear race tyres and front quallies.

Brazil's Ayrton Senna soon had everyone gasping as he slipped in a cool 1m 44.324s and then a 1m 42.052s, on race tyres if you please! He didn't even have to get his qualifying set fitted. Behind, things were not so clear cut. Alboreto, Rosberg, Cheever, Mansell and Warwick were light years off the time set by the black and gold car. World Champion Niki Lauda was held up by chronic gearbox problems and team mate Prost out in the spare car was more worried about his painful wrist. *"I'm having difficulty changing gears and with the steering,"* he said.

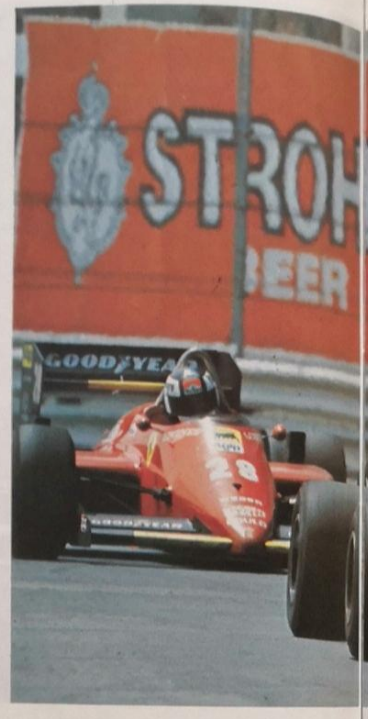
SENNA: "I'VE NOTHING AGAINST STREET CIRCUITS AS SUCH BUT THIS ONE IS DEFINITELY THE WORST I'VE EVER SEEN"

Qualifying was brought to an abrupt halt when Berger's Arrows smashed backwards into a concrete block when a tyre blew. The suspension folded under the impact, the engine was badly damaged and a fire broke out. The Austrian was advised by doctors not to take part in Sunday's race in view of his bad accident this winter when he broke three vertebrae. But, Gerhardt is a toughie...

Once the track had been cleared of the wrecked Arrows, Prost and the two Williams team mates were the only ones who ventured out. The big difference between the Finn and the Briton was that Nigel had opted for soft racing tyres with which he was able to set the second fastest time unlike Keke who was on quallies.

De Angelis and Warwick were both out in their respective spare cars, the pair of them fitted with the Renault EF15 engines, hardly suited to the start-stop circuit as were the EF4bs.

Even Friday's pole man, the prodigious Ayrton Senna had this to say about the track, *"I've nothing against street circuits as such, but this one is definitely the worst I've ever seen. There are far too many bumps for F1 cars. The wheels are spinning flat out in fifth! We're driving at the limit to set a fast time which is determined by the concrete walls alongside the track. It's a very tiring circuit physically, but I like the lay out. It's everything else I don't like. The environment, the security. This morning my team mate de Angelis was not warned by the flag marshals that Tambay was in front of him and he was unable to avoid hitting him."* Renault driver Tambay was in full agreement and added, *"Seeing that Detroit is the world automobile capital, I can't think why they haven't already built their own permanent circuit here."*



Nelson Piquet (Brabham No 7) scored his first 1985 point whilst Johansson clinched the runner-up spot.

Alain Prost gets some sympathy for a painful wrist.

SATURDAY

Friday night was a long one for the mechanics as they got down to repairing the damage on their cars. For Prost and Berger it was time for a quick medical check-up which confirmed their injuries were not of a serious nature. The Arrows mechanics' job was made that much harder because of an over enthusiastic breakdown vehicle driver as he bounced his way back to the pits with the Arrows on the rear platform and the car simply fell off. Renault had bodywork parts flown over by Concorde from France as they didn't have the necessary replacement suspension mounting points on hand which had been destroyed in the Tambay/de Angelis incident.

On Saturday, it rained. Only thirteen drivers went out to brave the elements and wind their way over the grease-like track round the pools of water. Ex-rallyman Marc Surer established a new record — he spun four times without hitting anything!

ROSBERG: "FERRARI AND RENAULT HAVE GOT THE BEST ENGINES AND LOTUS HAS THE BEST CHASSIS"

And it rained almost all afternoon which meant that Senna's first position on the grid was safe. *"It's really important starting from pole at a circuit like this one,"* Ayrton explained. *"There are even less passing places than at Monaco. The one thing I'm worried about for the race is that I just hope there'll be enough flag marshals because it's impossible to see what's happening in the turns from our low dow positions in the cockpits."*

Ferrari drivers Alboreto and Johansson seemed calm. *"We haven't got the best cars here but they're a long way from being the worst. I wouldn't be surprised if a Lotus or a Williams won here,"* the Italian predicted.

"Ferrari and Renault have got the best engines here," said Rosberg. *"And Lotus has got the best chassis. But Prost has got the best driver/chassis/engine combination. Who's going to win? The luckiest of us!"* ■

Sunday's morning warm-up was of capital importance in view of the fact that so little testing had been done during the practice sessions. Fuel economy wasn't on the engineers' minds but overall set-up and especially braking, for this stop and start track. McLaren, Renault and Ferrari, despite a few alerts, finally decided to keep their carbon SEP brakes. The Lotuses featured steel brakes for de Angelis and carbon ones for Senna. Both Williamses were fitted with steel discs. Alain Prost declared that Lauda's guru Willy Dungl had done a good job on his wrist and was hoping to finish in the first three.

Nigel Mansell shot off from the line when the green light flicked on at 1:15pm, but Senna was quick to gain control of the situation two turns later. The Britisher even opened the door for his team mate as the trio streaked away from Prost to build up a 3.19s-lead on the Frenchman after the first lap. Rosberg and Senna were obviously enjoying themselves immensely and soon left Mansell trailing whilst Prost dropped even further back to be gobbled up in one go by Alboreto and de Angelis on lap 4. Prost found himself leading a train made up of Warwick and Johansson but by lap 6 the gritty Frenchman realised that he wasn't going to even finish in the points. He was already conceding 16.47s to the Brazilian leader and his Scandinavian shadow.

A number of drivers had dropped out by this time. Ghinzani's tyre had punctured and his Osella clanged into the wall on lap 1. On lap 4, Winkelhock saw flames in his rear view mirror when a turbo blew and Fabi had to pull out with a defective clutch. Others made unscheduled pit stops to get different tyres fitted or punctures repaired when they scraped the walls a little too hard. Cheever also bowed out prematurely.

10 LAPS

Rosberg 10m 10.952s; Mansell 18m 11.456s; Alboreto 18m 28.134s; de Angelis 18m 28.559s; Prost 18m 34.970s; Johansson 18m 35.660s; Warwick 18m 39.573s; Piquet 18m 41.010s; Lauda 18m 42.226s; Brundle 18m 42.879s; Bellof 18m 43.047s; Laffite 18m 44.055s; Senna 18m 45.662s; Boutsen 18m 46.665s; Tambay 18m 58.645s; Surer 19m 05.567s; Berger 19m 17.907s; Cheever 19m 25.268s; De Cesaris 19m 40.695s; Patrese 9 laps; Martini 9 laps.

On lap 7 the two yellow and white Williamses appeared together leading the race, followed by Warwick, Johansson, Piquet, Lauda, Brundle and Bellof in the two Cosworth-engined Tyrrells. Race leader Senna had pitstopped and his Lotus was propped up in front of its pits. Four fresh tyres were fitted and the Brazilian roared back out to rejoin the race in 13th position. Up front, Rosberg was powering away majestically to build up an even more solid cushion on his team mate, 11.75s behind. De Angelis was 19s behind having got past Alboreto in Stefan Johansson's aim, now that he'd got past Prost, was team mate Alboreto, 2s ahead! By lap 15, the young Swede had widened the gap to 2.5s, except that this time he was in front!

Meanwhile, Rosberg was building up an increasingly wider safety margin on his immediate follower, his team mate. 16.56s, 17.23s, 18.24s, 20.19s on Nigel, doing his utmost to keep in touch. De Angelis got round the Britisher as his Williams spun. Then, Johansson worked his way past with Martin Brundle in excellent fighting spirits doing the same on

Detroit and the McLarens — not a particularly happy combination.

Tyrrell boys Bellof (photo) and Brundle mounted a formidable challenge to mark the end of the Cosworth F1 era.

20 LAPS

Rosberg 36m 20.055s; de Angelis 36m 45.218s; Mansell 36m 56.334s; Johansson 36m 56.941s; Brundle 37m 03.542s; Alboreto 37m 04.307s; Bellof 37m 04.448s; Senna 37m 15.968s; Boutsen 37m 28.543s; Laffite 37m 28.738s; Piquet 37m 50.313s; Surer 37m 52.530s; Prost 19 laps; Berger 19 laps; Cheever 19 laps; De Cesaris 19 laps; Alliot 19 laps; Warwick 18 laps.

the Ferrari. Frenchman Prost, 25.34s off the Finn, was being tailed by Johansson, in turn pursued by Warwick, Piquet, Lauda, Brundle, Bellof and Senna.

It wasn't until lap 20 that the order of the leading trio changed but behind things were chopping and changing rapidly. Lauda dropped out on lap 22 minus brakes. Piquet pitstopped for fresh tyres and to get his side pod grid cleaned of greasy hamburger papers whilst Prost was engulfed by Johansson's powerful Ferrari meaning that the only McLaren left in the race was now conceding 34.89s to the leader. And after only 14 laps.

30 LAPS

Rosberg 54m 46.890s; Johansson 55m 25.539s; Alboreto 55m 33.745s; Brundle 55m 34.355s; Bellof 55m 39.638s; Senna 56m 14.091s; Laffite 56m 24.463s; Boutsen 56m 25.446s; de Angelis 56m 27.498s; Piquet 56m 27.880s; Surer 29 laps; Berger 29 laps; De Cesaris 29 laps; Cheever 28 laps; Alliot 27 laps.

Keke Rosberg's lead on lap 27 was 27.12s on de Angelis, 38.21s on Johansson and 43.21s on the amazing Martin Brundle! The Tyrrell driver had even offered himself the luxury of swallowing up the Ferrari No 27 on lap 20 and he then dashed on ahead of the Italian making him feel really small! Alboreto gathered his wits about him and on lap 28 grabbed back his rightful place. Only just, though. Martin stayed glued right behind... until the duo came across Alliot in the RAM. A blue flag was waved at the Frenchman to let him know that he was about to be overtaken and rightly moved over to let the Ferrari through. But he hadn't seen the Tyrrell hiden under the red car's rear wing.

40 LAPS

Rosberg 1 hour 13m 03.143s; Johansson 1 hour 13m 39.234s; Alboreto 1 hour 13m 51.858s; Bellof 1 hour 14m 02.587s; Senna 1 hour 14m 26.063s; de Angelis 1 hour 14m 38.323s; Piquet 39 laps; Lafitte 39 laps; Boutsen 39 laps; Surer 39 laps; De Cesaris 38 laps; Cheever 38 laps; Berger 38 laps.

Brundle was left with no alternative but to ride up over the RAM. Both cars retired on the spot. Alboreto was able to heave a sigh of relief. His immediate danger now came from second Tyrrell man, Bellof, just over 6s behind.

Meanwhile, back up front, the Finn had built up an even more convincing lead lap 23. Martin then overtook an obviously ailing Prost. Just as Senna came up to do the same, the McLaren seemed to refuse to go through a hairpin and the Frenchman went careering straight into a tyre wall. Yet another name to add to the list of withdrawals...

Patrick Tambay motoring along modestly in 13th position on lap 15 had also been forced to admit defeat. He too, retired at the same turn where Prost had stopped. His Renault spun but had stayed on the track. He depressed the throttle pedal and got such a violent kick from behind that his rear slid across the track and into the guard rails, fatally damaging the rear suspension.

Britain's Derek Warwick had also been declared missing although sitting tight in 7th position for quite a while. The transmission couldn't stand up to the strain of the tortuous circuit. Other Brit in the race Mansell also pulled out on lap 27 just after Laffite made his way past the Williams. And where did he retire? At exactly the same turn as Prost and Tambay! He, too, gave the tyre wall a hard thump.

50 LAPS

Rosberg 1 hour 31m 50.499s; Johansson 1 hour 31m 52.467s; Alboreto 1 hour 32m 02.396s; Senna 1 hour 32m 05.861s; de Bellof 1 hour 32m 27.825s; de Angelis 1 hour 32m 51.128s; Piquet 1 hour 33m 36.179s; Boutsen 49 laps; Surer 49 laps; Laffite 49 laps; De Cesaris 49 laps; Cheever 48 laps; Berger 47 laps.

That, though, was without reckoning on a highly determined Senna. He shot past Laffite on lap 32, then team mate de Angelis on lap 45 and even more incredibly was past Bellof, who only 20 laps previously had been 30s ahead of the Brazilian. He gave an incredible demonstration of his driving skills which was far from being over. Once ahead of the Tyrrell, Senna began reeling in Alboreto, a "mere" 20s ahead of the black and gold car. On lap 50, the gap was down to 3.46s! and next time round they were nose to gearbox. Sensational Senna! All good things come to an end and unfortunately the Brazilian's came at the same turn where Prost, Tambay and Mansell had also pulled out. Senna's audacious manœuvre to get past Alboreto on the outside was thwarted by the gravel and dirt on his line through.

60 LAPS

Rosberg 1 hour 50m 04.811s; Johansson 1 hour 50m 13.897s; Alboreto 1 hour 51m 00.174s; Bellof 1 hour 51m 03.787s; de Angelis 1 hour 51m 23.582s; Piquet 59 laps; Boutsen 59 laps; Surer 59 laps; De Cesaris 58 laps; Cheever 58 laps; Laffite 57 laps; Berger 57 laps.

The final battle was waged between Rosberg and Johansson. Rosberg has decided to make a lightning pitstop on lap 50 for fresh tyres and when he rejoined the race, his cushion had shrunk from 24.89s on the Swede to 0.97s — but he was still ahead ! The Swede must have thought victory could have been his an instant until the Finn quickened the pace and soon left the Ferrari trailing in his wake. And in the last couple of closing laps Stefan's pace unexpectedly slowed, enough for it to look as though he were waiting for his team mate to pop through and into second position. But Alboreto had been having serious brake trouble for the past five laps. Only a few laps more and Bellof would have been on the third step of the rostrum! This year, the Tyrrell didn't arouse anyone's suspicions, it tipped the scales at a healthy 550 kilos!

LAP BY LAP

F1: DETROIT GP

GRID POS.	12	5	27	2	6	16	23	11	28	7	8	1	19	22	15	26	25	3	4	9	18	24	10	17	29
Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	12	6	5	2	27	16	11	28	7	1	19	3	4	22	26	18	9	25	10	15	17	8	29	23	24
2	12	6	5	2	27	16	11	28	7	1	19	3	4	26	18	25	9	22	15	17	8	10	29	23	
3	12	6	5	2	27	11	16	28	7	1	19	3	4	26	18	25	22	15	9	8	17	10	29	23	
4	12	6	5	27	11	2	16	28	7	1	19	3	4	26	18	25	22	15	8	17	10	23	29	9	
5	12	6	5	27	11	2	16	28	7	1	3	4	26	18	22	15	8	25	17	23	10	29	25		
6	12	6	5	27	11	2	16	28	7	1	3	4	26	18	22	15	8	17	23	10	29	25			
7	12	6	5	27	11	2	16	28	7	1	3	4	26	18	22	15	8	17	23	10	29	25			
8	6	5	27	11	2	28	16	7	1	3	4	26	18	12	15	22	8	17	23	10	25	29			
9	6	5	27	11	2	28	16	7	1	3	4	26	12	18	15	22	8	17	23	25	10	29			
10	6	5	27	11	2	28	16	7	1	3	4	26	12	18	15	8	17	23	25	10	22	29			
11	6	5	11	27	2	28	16	7	3	4	26	12	18	15	8	17	23	25	10	22	29	1			
12	6	5	11	27	2	28	16	3	4	12	26	18	15	8	7	17	23	25	10	22	29				
13	6	5	11	27	28	2	16	3	4	12	26	18	15	8	7	17	23	25	10	22					
14	6	5	11	27	28	2	3	12	16	4	18	26	15	8	7	17	23	25	10	22					
15	6	5	11	28	27	2	3	12	4	16	18	26	15	8	7	17	25	23	10	22					
16	6	5	11	28	27	2	3	12	4	16	18	26	8	7	17	25	23	10	22	15					
17	6	5	11	28	27	3	2	12	4	16	18	26	8	7	17	25	23	10	22						
18	6	5	11	28	27	3	2	12	4	16	18	26	8	7	17	23	25	10	22						
19	6	5	11	28	27	3	2	12	4	18	26	8	7	17	23	25	10	22	16						
20	6	11	5	28	3	27	4	12	18	26	7	8	17	23	25	10	2	22							
21	6	11	5	28	3	27	4	12	26	18	7	8	17	23	25	10									
22	6	11	28	5	3	27	4	12	26	18	7	8	17	23	25	10									
23	6	11	28	5	3	27	4	12	26	18	7	8	17	23	25	10									
24	6	11	28	3	27	4	12	5	26	18	7	8	17	23	25	10									
25	6	11	28	3	27	4	12	26	5	18	7	8	17	23	25	10									
26	6	11	28	3	27	4	12	26	5	18	7	8	17	25	23	10									
27	6	11	28	3	27	4	12	26	18	7	8	17	25	23	10	5									
28	6	11	28	27	3	4	12	26	18	7	8	17	25	23	10										
29	6	28	27	3	4	12	26	18	11	7	8	17	25	23											
30	6	28	27	3	4	12	26	18	11	7	8	17	25	23											
31	6	28	27	4	12	26	18	11	7	8	17	25	23	3											
32	6	28	27	4	12	11	26	18	7	8	17	25	23												
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34	6	28	27	4	12	11	26	7	18	8	25	17	23												
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52	6	28	27	4	11	7	18	8	25	23	26	17	12												
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57	6	28	27	4	11	7	18	8	25	23	26	17													
58	6	28	27	4	11	7	18	8	25	23	26	17													
59	6	28	27	4	11	7	18	8	23	25	17	26													
60	6	28	27	4	11	7	18	8	23	25	17														
61	6	28	27	4	11	7	18	8																	
62	6	28	27	4	11	7	18	8																	
63	6	28	27	4	11																				

■ Starting grid position
□ On leader's lap
□ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

RETIREMENTS

Lap 1: **Ghinzani**, accident. Lap 4: **Winkelhock**, turbo. Lap 5: **Fabi**, clutch. Lap 11: **Lauda**, brakes. Lap 12: **Martini**, engine. Lap 16: **Tambay**, tangled. Lap 19: **Warwick**, transmission. Lap 20: **Prost**, brakes and accident. **Patrese**, injection. Lap 27: **Mansell**, brakes and accident. Lap 31: **Brundle/Alliot** accident (Alliot on his 28th lap). Lap 52: **Senna**, brakes and accident. Lap 59: **Laffite**, injection.

PITSTOPS

Lap 6: **de Cesaris**, puncture. Lap 8: **Senna**, tyres. Lap 10: **Patrese**, injection. **Martini**, check engine. Lap 12: **Piquet**, tyres. Lap 15: **Patrese**, injection. **Cheever**, puncture. Lap 19: **de Cesaris**, tyres. Lap 24: **Mansell**, tyres. Lap 26: **Senna**, tyres. **Cheever**, tyres. Lap 29: **de Angelis**, changed nose cone. Lap 50: **Rosberg**, tyres. **Laffite**, tyres.

STATISTICS

DETROIT GRAND PRIX

Round six of the 1985 World Championship
Date: June 23, 1985.
Circuit: Detroit Grand Prix Circuit.
Track Length: 4.023 km.
Race Distance: 63 laps or 253.441 km.
Weather: Hot and sunny.
Attendance: 50,000.
Qualifying: 25; **Qualified:** 25; **Starters:** 25; **Finishers:** 12; **Classified:** 12.

PREVIOUS WINNERS

(Last three editions)
1984: Piquet (Brabham-BMW BT53)
1983: Alboreto (Tyrrell 011)
1982: Watson (McLaren MP4)

FOR THE RECORD

First Grand Prix victory for Rosberg during the 1985 Championship and first victory for the new Honda V6, first raced at the Montreal Grand Prix a week earlier ● First 1985 point for Piquet and the Brabham ● First time Detroit Grand Prix has not been interrupted ●

STARTING GRID

Senna	Lotus Renault 97 T	**Mansell**	Williams-Honda FW10
	1m 42.051s		1m 43.249s
Alboreto	Ferrari 156/85	**Prost**	McLaren-TAG MP4
	1m 43.748s		1m 44.088s
Rosberg	Williams-Honda FW10	**Warwick**	Renault RE60
	1m 44.156s		1m 44.163s
Cheever	Alfa Romeo 185T	**De Angelis**	Lotus Renault 97 T
	1m 44.231s		1m 44.769s
Johansson	Ferrari 156/85	**Piquet**	Brabham BMW BT54
	1m 44.921s		1m 45.194s
Surer	Brabham-BMW BT54	**Lauda**	McLaren-TAG MP4
	1m 45.979s		1m 46.266s
Fabi	Toleman-Hart TG185	**Patrese**	Alfa Romeo 185T
	1m 46.546s		1m 46.592s
Tambay	Renault RE60	**Laffite**	Ligier-Renault JS25
	1m 47.028s		1m 47.267s
De Cesaris	Ligier-Renault JS25	**Brundle**	Tyrrell-Ford 012
	1m 47.393s		1m 47.563s
Bellof	Tyrrell-Ford 012	**Winkelhock**	RAM-Hart 02
	1m 47.911s		1m 47.926s
Boutsen	Arrows-BMW A8	**Ghinzani**	Osella/Alfa FA1
	1m 48.023s		1m 48.546s
Alliot	RAM-Hart 03	**Berger**	Arrows-BMW A8
	1m 50.455s		2m 05.307s
Martini	Minardi/Ford 185		
	3m 04.446s		

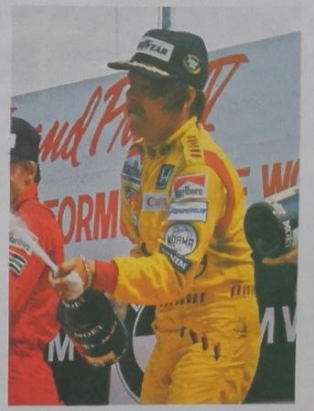
THEIR FASTEST LAPS

Senna	1m 45.612s	Brundle	1m 49.073s
Rosberg	1m 47.311s	Warwick	1m 59.485s
Alboreto	1m 47.518s	Lauda	1m 49.489s
De Angelis	1m 47.572s	De Cesaris	1m 49.603s
Johansson	1m 47.597s	Tambay	1m 49.931s
Cheever	1m 47.916s	Surer	1m 49.998s
Piquet	1m 48.045s	Berger	1m 50.576s.
Mansell	1m 48.241s	Patrese	1m 50.729s
Boutsen	1m 48.554s	Fabi	1m 51.211s
Bellof	1m 48.681s	Alliot	1m 53.752s
Laffite	1m 48.702s	Martini	1m 955.446s
Prost	1m 49.001s	Winkelhock	1m 55.649s

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino Monaco, Canada and Detroit)

1. Ferrari	9	6	1	6	15	10	47
2. Lotus	4	12	9	4	2	2	33
3. McLaren	9	0	3	9	4	0	25
4. Williams	0	2	2	0	4	9	17
5. Renault	2	4	4	2	0	0	12
6. Arrows	0	0	6	0	0	0	6
7. Ligier	1	0	0	4	0	0	5
8. Tyrrell	0	1	0	0	0	3	4
9. Brabham	0	0	0	0	0	1	1



DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino Monaco, Canada and Detroit)

1.Alboreto	6	6	0	6	9	4	31
2.De Angelis	4	3	9	4	2	2	24
3.Prost	9	0	0	9	4	0	22
4.Johansson	0	0	1	0	6	6	13
5.Rosberg	0	0	0	0	3	9	12
6.Tambay	2	4	4	0	0	0	10
7.Senna	0	9	0	0	0	0	9
8.Boutsen	0	0	6	0	0	0	6
9.Mansell	0	2	2	0	1	0	5
10.Bellof	-	1	0	0	0	3	4
11.Arnoux	3	0	—	—	—	—	3
De Cesaris	0	0	0	3	0	0	3
Lauda	0	0	3	0	0	0	3
14.Warwick	0	0	0	2	0	0	2
Laffite	1	0	0	1	0	0	2
16.Piquet	0	0	0	0	0	1	1

RACE LEADERS

Laps 1-7: Senna
Laps 8-63: Rosberg

FINAL RESULTS

1. **Rosberg (Williams-Honda FW10), 63 laps in 1 hour 55m 39.851s at an average speed of 131.458 kph.**
2. Johansson (Ferrari 156/85) 1 hour 56m 37.4s.
3. Alboreto (Ferrari 156/85) 1 hour 56m 43.02s.
4. Bellof (Tyrrell Ford 012) 1 hour 56m 46.07s.
5. De Angelis (Lotus Renault 97T) 1 hour 57m 06.917s.
6. Piquet (Brabham-BMW BT54) 62 laps.
7. Boutsen (Arrows BMW A8) 62 laps.
8. Surer (Brabham BMW BT54) 62 laps.
9. Cheever (Alfa Romeo 185T) 61 laps.
10. De Cesaris (Ligier Renault JS25) 61 laps.
11. Berger (Arrows BMW A8) 60 laps.
12. Laffite (Ligier Renault JS25).

Track and Race Lap Record: Senna (Lotus-Renault 97T), in 1m 45.612s at an average speed of 136.715 kph.
Previous Race Lap Record: Warwick (Renault RE50) in 1m 46.221s, at an average speed of 136.357 kph in 1984.

DRIVERS	TEAMS	CONSTRUCTORS	Qualifying Times	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/04(T:MP4-2B/03)	1m 46.266s	—
2. Prost	McLaren International	McLaren TAG/MP4-2B/05	1m 44.088s	—
3. Brundle	Tyrrell Ltd.	Tyrrell-Ford 012/6 (T:012/5)	1m 47.563s	—
4. Bellof	Tyrrell Ltd.	Tyrrell-Ford 012/7	1m 47.911s	—
5. Mansell	Williams Racing Team	Williams Honda FW10/02 (T:FW/04)	1m 43.249s	—
6. Rosberg	Williams Racing Team	Williams-Honda FW10/01	1m 44.156s	—
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T:BT54/5)	1m 45.194s	—
8. Surer	Brabham MRD	Brabham-BMW BT54/3	1m 45.979s	—
9. Winkelhock	RAM Grand Prix Ltd	RAM-Hart 03/3	1m 47.926s	2m 24.814s
10. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/1	1m 50.455s	—
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T:97T/1)	1m 44.769s	—
12. Senna	John Player Team Lotus	Lotus-Renault 97T/2 (T:97T/4)	1m 42.051s	—
15. Tambay	Equipe Renault Elf	Renault RE60/05 (T:RE60/04)	1m 47.028s	—
16. Warwick	Equipe Renault Elf	Renault RE60/03	1m 44.163s	—
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T:A8/1)	25m 47.340s	2m 05.307s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 48.023s	—
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG185/03 (T:TG185/04)	1m 46.546s	51m 32.220s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/2 (T:185T/1)	1m 46.592s	42m 47.460s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/3	1m 44.231s	2m 05.540s
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T:FA1-G/85-1)	1m 48.546s	2m 11.904s
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/04 (T:JS25/03)	1m 47.393s	2m 12.268s
26. Laffite	Ligier Sport	Ligier-Renault JS25/01	1m 47.267s	—
27. Alboreto	Ferrari SpA	Ferrari 156/85-081 (T:156/85/080)	1m 43.748s	—
28. Johansson	Ferrari SpA	Ferrari 156/85-082	1m 44.921s	—
29. Martini	Minardi Team SpA	Minardi Moderni M184/003 (T:002)	3m 04.446s	—

FRENCH GRAND PRIX

FLYING PIQUET

MONZA 1957. STIRLING MOSS AND THE VANWALL. LAST PIRELLI GRAND PRIX VICTORY. RICARD 1985. PIQUET AND THE BRABBHAM. FIRST PIRELLI GRAND PRIX VICTORY OF THE NEW ERA. SIMPLE COINCIDENCE OR A SIGN THAT THE BRITISH TEAM IS BACK IN ITS WINNING WAYS?

by Patrick Camus

TEAM BY TEAM

For those amongst you who enjoy their nuts and bolts reading and were disappointed there was no Team by Team report for the Detroit round, we were kept busy at the Paul Ricard circuit. There were no less than eight entirely revised or new single seaters present down pits lane.
The French circuit was the first of the ultra quick tracks on the calendar. Engines, gearboxes and the aerodynamics had all been modified. It remained to be seen whether the new set-ups designed to obtain higher top speed weren't going to impair straight line stability or road holding in the few twisty portions. A perfectly balanced chassis was imperative for the quick Signes right hand curve, the tricky Beausset double right-hander, not forgetting the Verrerie S bends.

McLAREN
Chassis — Lauda: MP4-2B/04, Prost: 05, T: 03.
The McLarens had been fitted with new front suspension which had been entirely redesigned to lower the roll centre of the car. The team went to Silverstone for two days of private testing before the French Grand Prix and were satisfied with the results obtained there — Prost established a new unofficial lap record. The rear axle will be modified in time for the British Grand Prix. No modifications had been made to the engine apart from opting for either small or large "handed" turbos.

TYRRELL
Chassis — Brundle 014/1, T: 02, Bellof: 012/05, T: 012/7.
First official outing then for the Tyrrell Renault 014 in the capable hands of Britain's Martin Brundle who will also drive it at the British Grand Prix. Stefan Bellof will then take over for the Austrian and German rounds. Ken Tyrrell, the team boss, commented that "*before we start modifying anything we're going to concentrate on getting to grips with turbo technology.*" The British team had come to France with two 014 chassis (1 and 2 for the spare) but had only been supplied with three Renault engines. One for qualifying and two race ones.
Bellof had to make do with the normally-aspirated Cosworth engine and two chassis too (5 and 7 for the T car). Once the GP was over, Tyrrell and his team headed straight for the Nurburgring for more testing.

WILLIAMS
Chassis — Rosberg: 04, Mansell: 05 T: 03.
After his fantastic victory at Detroit, Keke Rosberg was present at Silverstone just three days later for some private testing. The team concentrated on the problem of excessive tyre wear due to high downforce needed for the long Mistral Straight and the very high top speed produced by the Honda engine.
Nigel Mansell had a new chassis (FW 10/5) in replacement of the one wrecked at Detroit.

RAM

Chassis — Winkelhock: 03/3, Alliot: 03/2.
John Macdonald had a high bill to foot when he came back from the North American round and went to France without a spare car. No mistake could be made by either Winkelhack or Alliot. The spate of engine problems still persisted resulting in damaged piston heads.

LOTUS
Chassis — Senna: 97 T/4, de Angelis: 3, T: 2.
Chassis had been changed around for this GP. Senna had the 97T/4, which up until the French round had been for the T car. De Angelis had the 3 and the 97T/2 was used for the spare car. On his way to the Castellet circuit, the Duke, alias Gérard Ducarouge, made a stop at the St Cyr wind tunnel not far from the circuit to confirm he had made the right changes to the aerodynamics.

RENAULT
Chassis — Warwick: RE60/03, T:04, Tambay: RE60B, T: RE60/05.
There were no major changes to the French team's cars except the chassis. Tambay was given the responsibility of driving the new RE60B. It featured a lighter gearbox and the case allows either a five-speed or six-speed box to be assembled. The suspension was new as well as the wheel uprights and the nose portion was slimmer to improve on the aerodynamics. The side pods had been lowered and were shorter as smaller radiators and intercoolers had been mounted. Compared with the RE60, the main difference on the RE60B was its much lighter weight. Jean Sage reported that the car (with oil and water) tipped the scales at the minimum weight level of 540 kilos and had only been completed two days before the team made the trip to the South of France. Another surprise came from the engine. It was an EF15 (the 4b cannot be assembled into the RE 60B) in qualifying configuration. Tambay was extremely optimistic. Derek Warwick will have a similar car for the British round.

ARROWS
Chassis — Boutsen: A8/4, Berger: A8/3, T: A8/1.
The wheelbase on the Arrows had been lengthened by 50 mm on Thierry Boutsen's car. It only needed a couple of laps for the Belgian driver to go back to the original dimensions.

TOLEMAN
Chassis — Fabi: TG 185/03, T: TG 185/04.
Last minute stickers had been added to the car through Benetton in a bid to promote the record "USA for Africa....". No other changes of great importance had been made to the knitwear company's car.

ALFA EURORACING
Chassis — Patrese: 185 T/2, Cheever: 185 T/3, T: 185T/1.
The two Alfas were lighter on the scales. The mechanics had obviously been working hard. Their work entailed reducing the size of the huge rear extractor, representing a weight gain of at least 12 kilos. New periscope-like turbo air inlets were also sighted, resulting in redesigned lower parts of the side pods.

OSELLA

Chassis — Ghinzani: FA 1-G/85-2, T: FA 1-G/85-1.
No modifications had been made.

LIGIER
Chassis — de Cesaris: JS25/04, Laffite: JS25/05, T: JS25/03.
Both cars were identical and had covered about 500 miles of private testing on the circuit of Dijon.

Nelson Piquet (Brabham No 7) leads Alb... after and the Brazilian went on to score... It took Prost (McLaren) a lot of proddin...

FERRARI
Chassis — Alboreto: 156/85-179, T: 083, Johansson: 156/85-081, T: 084.
The two chassis for the T cars had been modified for the French GP. There were peep holes for the spring/absorber units to the front and the turbo air inlets had also been changed, together with the fitting of new suspension units. Once the first day of practice was over, the Ferrari engineers agreed it was better to use the old chassis which were then fitted with old-type suspension units, brought in by road from Maranello during the night.

MINARDI
Chassis — Martini: M185/003, T:002. No modifications had been made.

ZAKSPEED
Chassis — Palmer: Zak 85/02, T: 01.
The brave German team had made good use of the time while their colleagues were away in North America. A Zak 85/02 had appeared for the F1 doctor and the 01 was kept for the spare car. No other major changes, though, apart from the fact the car had lost a few kilos. Hopefully the new injection system will be ready shortly.

TEAM BY TEAM

...oreto (Ferrari No 27) on the opening laps (above). The Italian retired soon ... his first win of the season.
...g until he found a way past Rosberg (Williams).

ANALYSIS OF THE RACE

The odds were not in favour of Nelson Piquet winning on a fast circuit like the Paul Ricard. Most would have indeed deemed it sticking one's neck out to even think that the Brazilian might do just that considering his numerous retirements over the past few months. The last, at Montreal, is one he'd rather forget. To every cloud there's a silver lining, even in F1. All that was needed at the Ricard was a perfectly balanced car, a powerful lusty engine where its brutal reactions would no longer be its main failing on a fast circuit of this kind, an extreemly determined driver, and, last but not least, the miraculous ingredient, a good set of tyres. Goodyears? No, good old Italian Pirelli rubber.

One of the reasons behind the Italian radial's success on July 7 must surely be ascribed to the fact that Piquet's preseason testing hot track conditions in Kyalami and Rio strongly resembled those encountered at the French round. Third off the line and 2nd from laps 7 to 10, Piquet took command on lap 11 and kept it until the chequered flag. *"I drove without taking any unnecessary risks, without rushing, if you prefer. I didn't have to think about fuel consumption, I even had enough at the end to cover another five laps and using qualifying boost. I was careful on the tyres. I was feeling down in the dumps when I got back from the North American round. All I've got to do now, is do a repeat performance at Silverstone. Naturally, you can never be sure if it'll be sunny in England. Even in July. I just hope the sun will be out. I do think, however, that we've still got too much work to do on the tyres to think of being with the leaders in the World Championship. What we really need are good qualifying tyres to get on the front row of the grid. Ferrari and McLaren are in a better position to win the Championship than ourselves. The Ferrari's definitely the more beautiful car."*

What made Nelson say that? He was excited and full of bounce after his win and had lost none of his good humour. *"You thought my race was boring? Well what about me? Down the straights I even had time to think about all the stupid questions you journalists were going to ask me after I won... Was the victory due to the chassis or the tyres? I'd say the tyres more than the car. And the driver a bit too."*

Not a word was mentioned about the BMW engine. Odd indeed. If all the truth must be told, it was revealed on Sunday evening that Piquet's car featured an American Garrett turbo in replacement of the traditional KKK. The Garrett had been tested at each of the untimed practice sessions, but Nelson wasn't happy about it and used the KKK for qualifying. Why did he change it for the race, then? It musn't be forgotten that Nelson was forced to swap his race car for the T car during the parade lap just before the race when he had tyre vibration problems. The American turbo had been assembled on the spare car.

Piquet's win also means that after the 7th 1985 F1 round we've had six different winners for five constructors, making this year's championship one of the most hotly contested in many years.

In keeping with tradition, Rosberg was simply dazzling. Firstly, because he led the race at the start, and secondly, because of his scintilating carve up through the field after his pitstop for fresh tyres. A fight that kept the 56,000 spectators enthralled, even if victim No 1 was national hero Alain Prost. *"My race wasn't an easy one", the Finn told reporters afterwards. "I had less downforce than the others which meant that I had better top speed but in the twisty sections I wasn't so good. I had to work hard at keeping those two McLarens behind me for all of twenty laps."*

Prost was understandably an unhappy man at the end of the race. He'd got off to a relatively poor start and found himself behind team mate Lauda, in turn blocked by de Angelis. Once the Italian had been dispensed with, Rosberg had to be dealt with and when Alain Finally made it past the Finn, he felt sure that second place and six precious championship points were going to be his. *"I didn't have any problems during the opening stages of the race,"* Prost explained unhappily. *"My car had been fitted with the same tyres as Niki's but had been set up differently. My aim was to spare the tyres as much as I could and keep them for the end. It wasn't difficult catching Rosberg. Getting past him was though, because he was faster than me down the straights. He slowed me down pathetically through the turns. Later, when I was behind Nelson, I honestly thought I stood a chance of winning this Grand Prix. Unfortunately, the electrics prevented me from doing so during the last five laps. The engine cut out at each braking area and to compensate I either had to brake and accelerate simultaneously or change down into a lower gear. As for the tyres, they were OK until the end."*

Johansson and de Angelis deserved to be on the podium although they weren't. If only to save the honour of the Scuderia and Lotus. Alboreto started the race well but quickly disappeared after only four laps with engine failure. Senna looked set to winning during the early stages but the stop watches soon dashed any hopes anyone might have been harbouring. The Brazilian stopped at his pits on lap 9 complaining that 3rd gear was jumping out of place. He rejoined the race, well and truely last, behind Martini. He didn't stay out long, unfortunately. He had a nasty shunt in Signes, ploughing through four rows of catch fencing, giving the tyre wall a particularly heavy thump which sent the spectators sitting on the grass in that area scattering. *"After my pitstop I had use of all the gears,"* said Ayrton. *"It was the engine that let me down. I saw a huge cloud of black smoke in my rear view mirror and then the oil pressure warning light came on. Oil spurted out all over my rear wheels and I went sliding uncontrolably into the chicken wire and crashed backwards into the tyre wall. I think a pole must have hit me on the head but all I was thinking about was to get my hands away from the steering wheel. I learned my lesson at Detroit."*

An unwise tyre choice cost Brabham's latest recruit Marc Surer 4th place.

Johansson took a long hard drag on his Marlboro. Looking smug. And well he might. He had moved up from 15th place during the first two laps to 5th on lap 11. At that point, the Swede was conceding 11s to de Angelis. It wasn't long before they were nose to tail. *"The car was understeering badly,"* sighed Ferrari's latest recruit. *"The first half of the race was made difficult because of that. My car handled better and better as the laps went by and the tanks got lower. If I hadn't been so far down the field I might have put in a better result."*

Modesty, modesty.

Renault drivers Tambay and Warwick finished 6th and 7th respectively. However, Tambay reported he was happy with the new RE60B and that they would do another three days testing at the Ricard before going on to Silverstone.

Ken Tyrrell must surely have been pleased with his two young drivers. Stefan Bellof at the wheel of the normally-aspirated Cosworth finished a highly meritorious 13th despite a handicap of some 300bhp. His skills and determination were plain to see as he drove his car brilliantly through the tighter sections and kept ahead of some of his turbo-powered rivals! Martin Brundle was very excited before he went to the Ricard for the first official race outing of the Renault turbo powered Tyrrell. He had a few teething problems during qualifying (turbo, exhausts), but it all looked very promising.

QUALIFYING

FRIDAY SCORCHING

SCRUBLAND

One of the fastest of the F1 tracks, France's Paul Ricard circuit is situated near Marseilles in the south of France on a parched scrubland plateau not far from the Mediterranean coast where millions of tourists flock every year to enjoy the hot sun. On the first day of practice the Mistral, that strong north-to-south wind which blows down the Rhone Valley, towards the sea was doing just that down the seemingly endless Mistral Straight. It has the advantage of pushing the cars down the straight but also of jostling them spasmodically in other parts.

McLaren driver Alain Prost was feeling optimistic before the first session started. He felt his car was better suited to the fast nature of the track and his sprained wrist from Detroit was not bothering him any more. Niki Lauda confirmed his French team mate's impressions by putting in a time only seven hundredths of a second slower than Alain's during the morning's untimed session and another only thirty two hundredths of a second shy during the afternoon, giving the McLaren team third and fourth fastest provisional times. Ron Dennis's team had obviously worked hard on the aerodynamics to produce such fine results. But had they got a qualifying engine? *"Obviously, we're constantly working on improving our V6",* explained Hans Mezger the Porsche engineer. *"Especially on the electronic injection and on fuel economy. We don't, as yet, have a qualifying engine. The drivers would like to have one, of course, and I've brought a test engine with me but until McLaren ask me to supply them with one officially, they'll have to wait. The most important thing is to be able to rely on a good race engine, offering the best compromise between power/reliability/consumption. The real reason as to why the McLarens are both on the second row of the provisional grid today is thanks to their chassis."*

During the last thirty minutes of the first official session Lotus driver Ayrton Senna scorched round the track to put in an astonishing time of 1m 32.835s at an average speed of 225.302 kph thereby smashing Prost's 1983 pole time of 1m 36.672s and René Arnoux's 1982 reference time of 1m 34.406s. OK, so seven drivers bettered René's time, but Senna left his nearest rival, Rosberg, a good six tenths of a second behind! Both during the timed and untimed sessions and in race configuration, if you please. Impossible to say if the crucial element was the driver, the chassis or the engine. The Renault qualifying EF4b engine is reputedly perfect. The 97T chassis has forged itself an excellent reputation and the aerodynamics were well suited to the Ricard. Senna, though, admitted he was pushing himself and the car to the limit and the Mistral was anything but of help: *"With my first set of tyres, I missed a gear change and I tried hard to save my soft tyres as people were saying they wouldn't last a full lap. On my second set, though, I gave everything I had.*

De Cesaris (Ligier No 25) got off to an excellent start only to pull out a few laps later with diff trouble.

When asked how he was feeling after his first practice session with Renault turbo power, Ken Tyrrell looked up wearily from his chair in the pits and replied, *"Tired! we had a turbo blow on Martin's (Brundle) car which resulted in the usual fire. So he only got one lap in. But he'll be going out in the same car tomorrow and Stefan (Bellof) will be driving it in Germany and Austria."*

SATURDAY

WILLIAMS'S DAY

Everyone was talking about Frank William's team on Saturday and for two reasons. Firstly, Keke Rosberg had put in the 15th fastest time in race configuration, and secondly, Nigel Mansell went off the road just before Signes on the Mistral Straight. Nigel was doing about 321 kph when the left rear tyre blew forcing him off the track and out of the afternoon's practice session and the race. The Williams shot straight through several rows of catch fencing lining the fast curve and hit the tyre wall behind incredibly hard. In the process a catch fencing pole was torn up with it's cement base which broke the front left suspension. The wheel bounced into the air and hit the Briton on the head. Nigel was taken to hospital in nearby Marseilles suffering from shock and concussion. Later that day, Mansell phoned his team to say he'd undergone a brain scan and nothing was found to cause any concern and he hoped to be fit for the British Grand Prix. Once they'd heard the good news, the Williams mechanics joked, *"Nigel's got a hard head. The wheel must have had a hard time, though!"*

Third Williams event of Saturday occurred during the afternoon's second timed session. The Mistral had died down and in one fell swoop, the Finn beat Senna's time from the previous day (1m 33.539s). The Ferrari, Ligiers, Piquet and Prost all improved slightly on their times but Rosberg went out and tried again. 1m 32.462s! *"The wind had changed directions,"* the Finn grinned, his hands still trembling a good twenty minutes later. *"There were blasts coming from all directions, especially where you least expected them. Between Signes and the Beausset double right hander they came head on but down the Mistral Straight they hit you sideways on, and when you're doing something like 330 kph, it sure surprises the hell out of you."*

Senna, as usual, was waiting in his black and gold car, neatly parked in front of the Lotus pits, his eyes glued to the Longines monitor. As soon as he saw his pole had been taken away from him he roared out onto the track. He didn't snatch it back. *"It was my fault,"* the young Brazilian admitted. *"I knew there wasn't as much wind going down the Mistral Straight, I should have driven a bit harder elsewhere. I didn't. It's always nice to start a race from pole but..."*

On his second set of qualies, Senna turned up the boost. Too much to the liking of his Renault V6. Flames and smoke were sighted with two turns to go.

Alain Prost improved on his time despite being balked by Martini on his first run and then hampered by a faulty third gear on his second. *"I couldn't have done much better,"* the Frenchman said. *"Top speed is still not really high enough. Rosberg is a good 10 kph faster than me. It's going to be impossible to get past him down the Straight but on the other hand his car won't be as agile as mine through the turns. It's going to be tough trying to get past him. If his engine holds out, no-one will be able to stop him."*

With his old suspension units from last year, Alboreto improved his time by a full two seconds and scored the third fastest time.

Johansson, who'd caught chicken pox just before the race, had to do his best with the new unproven chassis for his first set of qualies. He used his team mate's car for the second set. That was when the gearbox went.

Neither of the two Renault drivers improved on their times from the previous day.

Martin Brundle blew another turbo on his Renault-engined Tyrrell although he had had time to improve Friday's time by half a second. *"It was the same engine as yesterday,"* said Tyrrell boss Ken *"It ran perfectly throughout practice this morning but when we turned up the boost for qualifying the turbo failed again."*

Arrows driver, the Austrian Gerhard Berger, had a lucky escape during the morning when the right rear suspension snapped down the main straight. He managed to bring his car to a stop without any serious damage to it and took 19th place in the spare car just behind team mate Thierry Boutsen from Belgium.

THE RACE

With the race scheduled to start at 1:15 pm, warm-up began early at 8:45 am. Thirty minutes was far from being long. Piquet blew an engine which had to be changed in time for the start. Alboreto and Johansson found their red Ferraris to be wildly understeering on full tanks and race tyres. Rosberg was faced with braking problems and had to decide between his race car and the spare car. He finally opted for his race car, powered by the new Honda V6. In the Renault camp, same problems as Ferrari. For all the other teams, tyre choice was even more difficult than ever before. All, except for McLaren. The two red and white cars were looking good that Sunday morning.

For Prost and Lauda it was finally decided to fit hard As all round. The Lotuses had two Bs (soft) to the right and an A and a B to the left wheels. Both Ferrari boys opted for 3 Bs and an A to the rear left corner, as did Rosberg. Warwick asked for 4 Bs, a risky choice, whereas team mate Tambay played safe and got 3 As and an extra hard AA for the rear left wheel.

A very slight breeze was blowing in from the sea as the sun blazed down from the cloudless sky upon the 25 cars seated on the grid at 1:15, their engines revving hard, waiting impatiently for the green light.

Suddenly the cars screamed away, Rosberg leading the pack from his pole position, as expected, away off the line towards the fast Verrerie S bends. The Finn got there, neck and neck with Senna, but the Brazilian was forced to pull up his Lotus and let the yellow and white car through first, with Piquet, Alboreto, de Angelis, Lauda and Prost following in close formation. As they shot through Signes, Rosberg was slightly ahead of Senna and the pack had already settled down into Indian file. At the end of lap 3, the Williams had built up a 1.36s-safety margin ahead of the two Brazilians, Senna and Piquet. Alboreto was trying to contain a fierce trio made up of de Angelis, Lauda and Prost, whilst behind them came a very surprising de Cesaris in the Ligier. The blue car had already extended quite a bit of daylight between himself and Derek Warwick in the yellow Renault and was gaining on the McLarens. Behind car No 16 came the thick of the pack lead by Berger, looking superb, Tambay, Boutsen, Surer and Johansson. On lap 3, the second Ligier driver, the veteran Jacques Laffite, negotiated the in-field twisty area with flames leaping out from the rear of his car. He pulled up in the Beausset double right-hander where marshals were amazingly quick with their fire extinguishers. The left turbo had blown. De Cesaris stopped in the pits immediately afterwards with a broken transmission.

20 LAPS

Piquet 34m 26.419s; Rosberg 34m 35.952s; Lauda 34m 36.411s; Prost 34m 37.051s; de Angelis 34m 43.801s; Surer 34m 59.577s; Tambay 35m 04.109s; Boutsen 35m 06.047s; Johansson 35m 09.514s; Berger 35m 12.198s; Warwick 35m 25.927s; Brundle 35m 36.758s; Fabi 35m 37.450s; Winkelhock 35m 50.305s; Cheever 35m 57.012s; Patrese 19 laps; Senna 19 laps; Bellof 19 laps; Ghinzani 19 laps; Martini 19 laps.

On the following lap, Ferrari fans were bitterly disappointed when an obviously ailing Alboreto went past their waving banners to come to a halt on the track, a thick trail of smoke billowing out from behind his red car. The engine had gone.

As a result of all these premature retirements, de Angelis found himself rapidly promoted up into 4th place, 6.41s behind the leading Finn. Lauda and Prost, however, were becoming more and more of a threat as the laps went by. They weren't taking any risks though. They'd wait.

As Rosberg led the race on lap 6, Senna who was following in his wake, had allowed Piquet to close in on him. Nelson was now lying dangerously close to the black and gold car's gearbox. Piquet made his successful move on lap 7 and quickly built up a 1.41s-lead on his fellow countryman. Senna tried desperately hard not to let go, an impossible task. All hope vanished on lap 10 with 3rd gear. He pitstopped for lightning repairs and rejoined the race in last position, conceding a lap to the leaders. It would also have been impossible in view of the fact that Piquet was as possessed. He'd got by Ayrton on lap 7, and by lap 9 was already latched onto the Finn's gearbox. As they went into the 11th lap, the Brazilian darted through, past the Williams and into the lead. 2.29s, 4.77s, to 5.08s on lap 15, 7.43s on lap 17. The Brabham's safety margin steadily increased as the laps went by, leaving the Williams to fall into the claws of the two McLarens. Nelson had in fact started the race in the T car following severe tyre vibrations and the gears jumping out of place during the parade lap on his race car. He'd only just made the start line in time.

Lauda and Prost had both spent longer than expected getting past de Angelis having been held up by young Minardi driver Martini. They then both found themselves behing Keke, as they weaved their way in unison through the infield areas. Once they got to the straight portions, the Williams powered away majestically, while Rosberg hung on desperately to his place through the slower turns. Was he protecting Piquet from the McLarens?

After 16 laps of this cut and thrust driving, Lauda was out. The gearbox had let him down and thereby moved Prost up into 3rd position. It took the plucky Frenchman another eight laps before he outbraked the Williams at the Verrerie, taking advantage of the excessive wear of the tyres on the British team's car. Rosberg pitstopped for fresh tyres on lap 41 to rejoin the race in 4th position, 9s behind de Angelis.

Marc Surer in the second Brabham was having an excellent race and was tailing the Italian. His Pirellis were obviously doing their job. The Swiss driver first engulfed the two Arrows and then the two Renaults, but had to stop for fresh tyres on lap 41, having opted for too soft a rubber. Johansson moved up into his place having risen from the depths of the field.

Leader Nelson Piquet, meanwhile, was showing sensational form that hot sunny afternoon at the Paul Ricard. Rosberg, his immediate follower, was a good 20.56s behind on lap 33 and when Surer stopped at his pits for a change of tyres, the Brazilian eased up on the pace slightly. The Brabham boys were ready should Piquet, too, stop to get new tyres. But he didn't. An especially agressive Prost was reeling in Nelson. 17.66s on lap 40, 11.71s on lap 45 and 9.69s on lap 50.

There was the slightest of chances that the McLaren might beat the Brabham to the post. The Frenchman's exhilerating chase was brought to an end when the electrics started playing up and worse, he had to give in to Rosberg's repeated attacks.

An impressive Gerhard Berger was pushed out by Martini's Minardi.

40 LAPS

Piquet 1 hour 09m 09.765s; Prost 1 hour 09m 27.226s; Rosberg 1 hour 09m 35.764s; de Angelis 1 hour 09m 47.478s; Surer 1 hour 09m 58.066s; Johansson 1 hour 10m 01.753s; Tambay 1 hour 10m 05.959s; Warwick 1 hour 10m 23.013s; Boutsen 1 hour 10m 30.197s; Fabi 39 laps; Patrese 39 laps; Cheever 39 laps; Winkelhock 39 laps; Bellof 38 laps; Ghinzani 37 laps.

Out again, this time on fresh tyres, Keke was last seen in 4th position, 47.69s behind de Angelis. Three laps later, he had gobbled up the Italian and was only conceding 38.47s to the Brabham. On lap 50 the gap had narrowed dramatically to 20.15s and on lap 52 he slipped under Prost's wing to cross the finishing line in a gritty runner-spot, only 6.66s behind the winner. On his way, he broke the race lap record, not once, but three times! Prost wasn't the only one to have his place snatched from under his nose. De Angelis suffered the same fate when Johansson pipped him to the post to take what the Italian thought were going to be his three points.

A historic moment for Pirelli, too, the Italian tyre manufacturer hadn't won a Grand Prix since 1957...

F1 : FRENCH GP

GRID POS.	6 1	12 2	27 3	2 4	7 5	1 6	11 7	17 8	15 9	16 10	18 11	25 12	8 13	26 14	28 15	22 16	23 17	19 18	9 19	3 20	30 21	10 22	24 23	29 24	4 25
Lap																									
1	6	12	7	27	11	1	2	25	17	16	15	18	8	26	28	22	23	9	3	10	24	19	30	4	29
2	6	12	7	27	11	1	2	25	16	17	15	18	8	26	28	22	23	3	9	19	10	30	24	4	29
3	6	12	7	27	11	1	2	25	16	17	15	18	8	28	22	23	3	19	9	30	10	24	4	29	26
4	6	12	7	27	11	1	2	25	16	17	15	18	8	28	22	23	19	3	9	30	10	24	4	29	25
5	6	12	7	11	1	2	16	17	15	27	18	8	28	22	23	19	3	9	30	10	24	4	29	27	
6	6	12	7	11	1	2	16	17	15	18	8	28	22	23	19	3	9	10	24	4	29	30			
7	6	7	12	11	1	2	16	17	15	18	8	28	22	23	19	3	9	24	4	29	10				
8	6	7	12	11	1	2	16	17	15	18	8	28	22	3	19	23	9	24	4	29	10				
9	6	7	12	1	11	2	16	15	17	18	8	28	22	3	19	23	9	24	4	29					
10	6	7	1	11	2	16	15	18	17	8	28	12	3	22	19	9	23	24	4	29	12				
11	7	6	1	2	11	16	15	18	8	17	28	3	22	19	9	23	24	4	29	12					
12	7	6	1	2	11	16	15	18	8	17	28	3	22	19	9	23	24	4	29	12					
13	7	6	1	2	11	16	15	18	8	28	17	3	19	9	22	23	4	24	29	12					
14	7	6	1	2	11	16	15	8	18	28	17	3	19	9	22	23	4	24	29	12					
15	7	6	1	2	11	15	16	8	18	28	17	3	19	9	22	23	4	24	29	12					
16	7	6	1	2	11	15	8	16	18	28	17	3	19	9	23	22	4	24	12	29					
17	7	6	1	2	11	15	8	18	28	17	16	3	19	9	23	22	4	12	24	29					
18	7	6	1	2	11	15	8	18	28	17	16	3	19	9	23	22	4	12	24	29					
19	7	6	1	2	11	8	15	18	28	17	16	3	19	9	23	22	12	4	24	29					
20	7	6	1	2	11	8	15	18	28	17	16	3	19	9	23	22	12	4	24	29					
21	7	6	1	2	11	8	15	18	28	16	3	19	9	23	22	12	4	24	17						
22	7	6	1	2	11	8	15	18	28	16	3	19	9	23	22	12	4	24							
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24	7	6	1	2	11	8	15	18	28	16	3	19	9	23	22	12	4	24							
25	7	6	1	2	11	8	15	18	28	16	3	19	9	23	12	22	4	24							
26	7	6	1	2	11	8	15	18	28	16	3	19	9	23	12	22	4	24							
27	7	6	1	2	11	8	15	28	18	16	3	19	9	22	23	4	24	12							
28	7	6	1	2	11	8	15	28	18	16	3	19	9	22	23	4	24								
29	7	6	1	2	11	8	15	28	18	16	3	19	9	22	23	4	24								
30	7	6	1	2	11	8	15	28	18	16	3	19	9	22	23	24	4								
31	7	6	2	11	8	15	28	18	16	3	9	19	22	23	24	4	1								
32	7	6	2	11	8	15	28	18	16	3	9	19	22	23	24	4									
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34	7	6	2	11	8	15	28	18	16	19	9	22	23	24	4										
35	7	6	2	11	8	15	28	18	16	19	9	22	23	4	24										
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39	7	2	6	11	8	28	15	16	18	19	22	23	9	4	24										
40	7	2	6	11	8	28	15	16	18	19	22	23	9	4	24										
41	7	2	11	6	8	28	15	16	18	19	22	23	9	4	24										
42	7	2	11	6	28	8	15	16	19	18	22	23	9	4	24										
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45	7	2	6	11	28	15	16	8	19	18	22	23	9	4	24										
46	7	2	6	11	28	15	16	8	19	18	23	23	9	4	24										
47	7	2	6	11	28	15	8	16	19	18	23	22	9	4	24										
48	7	2	6	11	28	15	8	16	19	18	23	22	9	4	24										
49	7	2	6	11	28	15	8	16	19	18	23	22	9	4	24										
50	7	2	6	11	28	15	16	8	18	23	22	9	4	19											
51	7	2	6	11	28	15	16	8	18	23	22														
52	7	2	6	11	28	15	16	8	18	23	22														
53	7	6	2	28	11	15	16																		

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
Retired on the track

RETIREMENTS

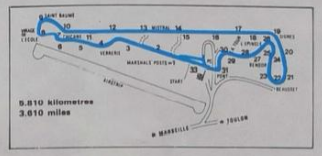
Lap 3: **Laffite**, turbo. Lap 5: **De Cesaris**, transmission. Lap 6: **Alboreto**, engine. Lap 7: **Palmer**, electrics. Lap 10: **Alliot**, fuel pressure. Lap 20: **Martini**, tangled with Berger whilst conceding a lap. Lap 21: **Berger**, tangled with Martini. Lap 31: **Lauda**, gearbox. Lap 33: **Brundle**, gearbox. Lap 50: **Fabi**, fuel pressure.

PITSTOPS

Lap 1: **Senna**, gearbox. Lap 16: **Patrese**, fresh tyres (15s). Lap 17: **Warwick**, fresh tyres (16s). Lap 18: **Boutsen**, fresh tyres. Lap 27: **Cheever**, fresh tyres. Lap 30: **Bellof**, fresh tyres. Lap 31: **Fabi**, fresh tyres. Lap 35: **Ghinzani**, fresh tyres. Lap 41: **Rosberg**, fresh tyres (8.8s). Lap 43: **Surer**, fresh tyres (15s).

FRENCH GRAND PRIX

Round seven of the 1985 World Championship.
Date : July 7, 1985.
Circuit: Paul Ricard
Track Length: 5.810 km/3.610 miles.
Race Distance: 53 laps or 301.930 km/91.330 miles.
Weather: Hot and sunny.
Attendance: 56,000.
Qualifying: 26; Qualified: 26; Starters: 25; in Finishers: 15; Classified: 15.



FOR THE RECORD

First victory for Pirelli since its comeback to F1 at the San Marino GP in 1981 • First 1985 win for Piquet • De Angelis scored points for the seventh time in seven Grands Prix • First win for a BMW featuring a Garrett turbo • Mansell did not take part in the race following a nasty shunt during untimed practice on Saturday • First GP for the Tyrrell Renault 014 driven by Martin Brundle • First GP for the Renault RE60B, Tambay at the wheel • First appearance of an EF15 "qualifying" engine •

RACE LEADERS

Laps 1-10: Rosberg
Laps 11-53: Piquet

STARTING GRID

Rosberg
Williams-Honda FW10
1m 31.462s

Senna
Lotus-Renault 97T
1m 32.835s

Alboreto
Ferrari 156/85
1m 33.267s

Prost
McLaren-TAG MP4
1m 33.335s

Piquet
Brabham-BMW BT54
1m 33.812s

Lauda
McLaren-TAG MP4
1m 33.860s

De Angelis
Lotus-Renault 97T
1m 34.022s

Berger
Arrows-BMW A8
1m 34.674s

Tambay
Renault RE60B
1m 34.680s

Warwick
Renault RE60
1m 34.976s

Boutsen
Arrows-BMW A8
1m 35.488s

De Cesaris
Ligier-Renault JS25
1m 35.571s

Surer
Brabham-BMW BT54
1m 35.572s

Laffite
Ligier-Renault JS25
1m 36.133s

Johansson
Ferrari 156/85
1m 36.140s

Patrese
Alfa Romeo 185T
1m 36.729s

Cheever
Alfa Romeo 185T
1m 36.931s

Fabi
Toleman-Hart TG 185
1m 37.142s

Winkelhock
RAM-Hart 03
1m 37.654s

Brundle
Tyrrell-Renault 014
1m 40.015s

Palmer
Zakspeed 85/02
1m 40.289s

Alliot
RAM-Hart 03
1m 41.647s

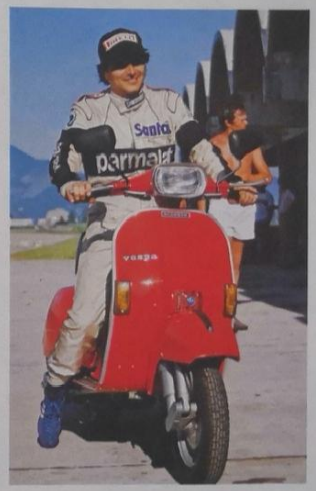
Ghinzani
Osella Alfa FA1
1m 42.136s

Martini
Minardi-Ford M 185
1m 44.350s

Bellof
Tyrrell-Ford 012
1m 44.404s

PREVIOUS WINNERS

(Last five editions)
1984: Lauda (McLaren) Dijon
1983: Prost (Renault) Paul Ricard
1982: Arnoux (Renault) Paul Ricard
1981: Prost (Renault) Dijon
1980: Jones (Williams) Paul Ricard



DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit and France.)

1. Alboreto	6	6	0	6	9	4	0	31
2. Prost	9	0	0	9	4	0	4	26
De Angelis	4	3	9	4	2	2	2	26
4. Rosberg	0	0	0	0	3	9	6	18
5. Johansson	0	0	1	0	6	6	3	16
6. Tambay	2	4	4	0	0	0	1	11
7. Piquet	0	0	0	0	0	1	9	10
8. Senna	0	9	0	0	0	0	0	9
9. Boutsen	0	0	6	0	0	0	0	6
10. Mansell	0	2	2	0	1	0	0	5
11. Bellof	–	1	0	0	0	3	0	3
12. Arnoux	3	0	–	–	–	–	–	3
De Cesaris	0	0	0	3	0	0	0	3
Lauda	0	0	3	0	0	0	0	3
15. Warwick	0	0	0	2	0	0	0	2
Laffite	1	0	0	1	0	0	0	2

THEIR FASTEST LAPS

Rosberg	1m 39.914s	Berger	1m 43.717s
Piquet	1m 41.528s	Tambay	1m 43.869s
Senna	1m 41.552s	Laffite	1m 44.273s
De Cesaris	1m 41.843s	Cheever	1m 45.399s
Surer	1m 41.934s	Brundle	1m 45.456s
Alboreto	1m 41.985s	Winkelhock	1m 45.491s
Prost	1m 41.991s	Patrese	1m 45.509s
Lauda	1m 42.037s	Palmer	1m 45.696s
De Angelis	1m 42.046s	Alliot	1m 46.899s
Boutsen	1m 42.226s	Bellof	1m 47.553s
Fabi	1m 42.310s	Ghinzani	1m 48.306s
Warwick	1m 43.279s	Martini	1m 48.720s
Johansson	1m 43.411s		

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit and France.)

1. Ferrari	9	6	1	6	15	10	3	50
2. Lotus	4	12	9	4	2	2	2	35
3. McLaren	9	0	3	9	4	0	4	29
4. Williams	0	2	2	0	4	9	6	23
5. Renault	2	4	4	2	0	0	1	13
6. Brabham	0	0	0	0	0	1	9	10
7. Arrows	0	0	6	0	0	0	0	6
8. Ligier	1	0	0	4	0	0	0	5
9. Tyrrell	0	1	0	0	0	3	0	4

FINAL RESULTS

1. Piquet (Brabham BMW) 53 laps or 301.930 km/191.330 miles in 1 hour 31m 46.26s at an average speed of 201.323 kph.
2. Rosberg (Williams Honda) 1 hour 31m 52.92s.
3. Prost (McLaren TAG Porsche) 1 hour 31m 55.54s.
4. Johansson (Ferrari) 1 hour 31m55.54s.
5. De Angelis (Lotus Renault) 1 hour 32m 45.95s.
6. Tambay (Renault) 1 hour 43m 01.26s.
7. Warwick (Renault) 1 hour 33m 30.41s.
8. Surer (Brabham) 52 laps.
9. Boutsen (Arrows BMW) 52 laps.
10. Cheever (Alfa Romeo) 52 laps.
11. Patrese (Alfa Romeo) 52 laps.
12. Winkelhock (RAM-Hart 03) 50 laps.
13. Bellof (Tyrrell Cosworth) 50 laps.
14. Fabi (Toleman Hart) 49 laps.
15. Ghinzani (Osella Alfa Romeo) 49 laps.

Track and Race Lap Record: Keke Rosberg (Williams Honda FW10) 1m 39.914s at an average speed of 209.340 kph.
Previous Race Lap Record (1982): Riccardo Patrese (Brabham BMW BT50) 1m 40.075 at an average speed of 209.003 kph.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/04 (T/MP4-2B/03)	1m 33.860s 1m 34.166s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/05	1m 33.547s 1m 33.335s
3. Brundle	Tyrrell Ltd	Tyrrell-Renault 014/1 (T: 014/2)	1m 40.486s 1m 40.015s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 012/5 (T: 012/7)	1m 44.404s 1m 45.478s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/05 (T: FW 03)	1m 34.191s —
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/04	1m 33.484s 1m 32.462s
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/5)	1m 33.981s 1m 33.812s
8. Surer	Brabham MRD	Brabham-BMW TB54/3	1m 35.572s 1m 35.640s
9. Winkelhock	RAM Grand Prix Ltd	RAM-Hart 03/3	1m 37.654s 1m 45.628s
10. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/2	1m 41.647s 1m 44.221s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 34.022s 1m 34.227s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/4	1m 32.835s 1m 33.677s
15. Tambay	Equipe Renault Elf	Renault RE60B (T: RE60/05)	1m 34.680s 1m 36.339s
16. Warwick	Equipe Renault Elf	Renault RE60/03 (T: RE60/04)	1m 34.976s 1m 35.190s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/1)	1m 34.674s 1m 37.455s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 36.051s 1m 35.488s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/03 (T: 185/04)	1m 37.142s 1m 37.657s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/2 (T: 185T/1)	1m 36.729s 1m 38.745s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/3	1m 36.931s 1m 38.489s
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G/85-2 (T: FA1-G/85-1)	1m 42.136s 1m 42.968s
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/04 (T: JS25/03)	1m 37.335s 1m 35.571s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	1m 38.173s 1m 36.133s
27. Alboreto	Ferrari SpA	Ferrari 156/85-079 (T: 156/85-083)	1m 35.421s 1m 33.267s
28. Johansson	Ferrari SpA	Ferrari 156/85-081 (T: 156/85-084)	1m 37.546s 1m 44.350s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 T (T: 002)	1m 47.523s 1m 44.350s
30. Palmer	Zakspeed Rennsport	Zakspeed 85/02 (T: 85/01)	1m 40.498s 1m 40.289s

BRITISH GRAND PRIX

METRO-GNOME TIMES IT PERFECTLY!

FRENCHMAN ALAIN PROST, ALIAS THE PROFESSOR, IS BACK ON AN UPWARD STREAK AFTER A COUPLE OF UNLUCKY MEETINGS. HIS VICTORY ON THE WORLD'S FASTEST GRAND PRIX CIRCUIT PROMISES MUCH EXCITEMENT AT THE NEXT FOUR ROUNDS ON THE WORLD CHAMPIONSHIP CALENDAR.

by Patrick Camus

TEAM BY TEAM

"Silverstone is a circuit where horsepower, more than driving skills, is required," explained Derek Warwick. Top speed on the British track is a shade slower than at the Ricard but the average lap speed is faster than at any other GP circuit in the world. The perfect set-up has to be found for high speed through the five left turns and three sweeping right-hander curves. Pirelli engineer Mario Mezzanotte said it would be preferable to have high downforce and be just a touch slower. During private testing before the race, Prost had put in a fastest time of 1m 06.8s and Piquet forecast a pole position time of between 1m 4/5s. The knowledgeable public present at Silverstone was waiting for the mythical 160 mph average speed to be broken through...

Yet another retirement for the reigning World Champion Niki Lauda (McLaren TAG). Unlucky did you say?

McLAREN
The McLaren team's cars did not get their redesigned rear ends. They have been postponed until Hockenheim. Prost said that the cars would be fitted with the cockpit plexiglass shields when *"we really need them"*. Lotus-style wind deflectors had been fitted to the spare car.

TYRRELL
As at the French round, there were four race cars at the British round (two 014/Renaults, two 012 Cosworths). Brundle was delighted to have the turbo Renault engine in front of his home crowd. Soon it will be Bellof's turn, at Hockenheim. Tyrrell also has a new sponsor, the Porchester insurance company.

WILLIAMS
Britain's Nigel Mansell was declared fit to race at Silverstone following his dramatic shunt — the fastest in the history of GP racing — at the Ricard only a fortnight earlier. Keke Rosberg was pleased with his team's progress which proved that his win at Detroit *"was not just a fluke. We have sorted out the aerodynamic problems we had during private testing and we are confident that we'll be really competitive for the rest of the season in view of how the car behaved at the Ricard."*
A new chassis made its appearance (FW10/06) in replacement of Mansell's, wrecked in the French accident. Impressive air scoops had been fitted and front winglets had also been mounted.
It will be remembered that Frank Williams had his first GP win with Clay Regazzoni in 1979 at Silverstone.

BRABHAM
There was a new chassis to replace Surer's which he crashed during private testing at the Nurburgring. Piquet's chassis had been fitted with a black box on the front section, it was a mini computer which provided Nelson with information on the engine concerning temperature, fuel consumption etc... Only one snag, though, the battery-operated device only works for 30 minutes.

RAM
Chassis 03/4 had been completed for Silverstone. It was thicker and stronger and had been constructed using a different composition of carbon fibre. Winkelhock had it for his race car whilst his former race car (03/3) became the T car. Alliot kept the 03/2. There were no modifications. A surprise could be in store for the Dutch GP...

LOTUS
Front deflectors, small rear plates, together with periscope turbo air inlets had been fitted. Otherwise, everything was much the same as before.

RENAULT
A fortnight after Tambay's first drive in the RE60B at the Ricard, Derek Warwick was given a second RE60B for Silverstone. The spare car was the 60/04. The cars differed in only one respect from the French round in that they were featuring Lotus-type periscope turbo air inlets.

ARROWS
Dave Wass was away for this round of the World Championship. No, he was not on hols but at the wind tunnel testing to improve on the A8. First modification on the car, a new rear wing (two flaps), as well as a wide extractor, a great deal more has been promised. New in the paddocks was the gigantic Arrows truck workshop!

TOLEMAN
It didn't look as though anything had changed but the Toleman team had the new version Hart engine under the bonnet — a closely garded secret! Fabi put in some scintillating lappery during qualifying, proving that Hart had got his electronic management system just right.

ALFA EURORACING
On Thursday, rumours were going round the circuit to the effect that Alfa would be using three cars from last year. *"Oh, so they now realise that Ducarouge's chassis wasn't all that bad, do they?"* No, it wasn't as bad as all that really. *"We're using the front suspension units from 1984,"* Sandro Munari explained. *"They make the car more stable than the new ones in the fast curves. We'll go back to using the recently designed ones on the more twisty circuits."*

OSELLA
No modifications had been made for the simple reason that little Enzo was trying to overcome his financial problems. It has been a hard year for this valiant Italian team despite a new sponsor Micromax Stirella.

LIGIER
Laffite retired from the French GP with engine failure and not turbo failure, as announced, probably due to faulty timing. The small fire was rapidly put out resulting in little damage and his JS25 was made ready in time for Silverstone. The Vichy-based team was one of the only teams not to have done any private testing at Silverstone before the race but the French team didn't seem worried in the slightest. *"The Pirelli tyres are improving with every race and we are concentrating on getting the aerodynamics just right,"* commented Michel Tétu.

FERRARI
Following the bad case of road holding encountered at the Ricard, the Scuderia had gone to Silverstone with three old models of the 156 from last year. 078 for the spare car, 079 for Johansson and 081 for Alboreto. The reason behind the engine failure at the previous round was traced to the cooling system malfunctioning. It had been revised accordingly.

MINARDI
Mr Ferrari himself gave the brave tiny Italian team permission to use his private track at Fiorano so that they could better grasp the Lucas Ferrari semi-electronic injection system. They left feeling slightly more optimistic.

ZAKSPEED
No modifications had been made to the race car. The T car, though, had been fitted with a home made 100% electronic injection system, featuring electromagnetic Bosch injectors. They were found to be reliable on the test bench but once Palmer got onto the track he found them to be otherwise and asked for the former system to be fitted.

Readers of GPI — to your pens!

All completed questionnaires received by 19th August 1985 will be entered in a Draw, with an initial trial session at the Brands Hatch Racing School as the prize for the first six to be drawn.

This questionnaire is designed to help us to know you better, to know what you expect of us. Our constant aim is to make progressive improvements to GPI that are fully in keeping with the interests of our readers.
May we count on your cooperation?

All of us at GPI thank you for your help. Remember, to qualify for the Prize Draw, your completed questionnaire must be sent to Grand Prix Publications Limited, 50, Lombard Road, London S.W. II 3SU, by 19th August next.

HOW TO COMPLETE THIS FORM.
All you have to do is circle the figure or the letter against your answer to each question. Occasionally, we ask you to write in an answer, but this is clearly indicated, when required.

1
How long have you been a reader of GPI? COL 14

Since it first started	1
For more than three years	2
For more than two years	3
For more than one year	4
Between six months and 1 year	5
During the last 6 months (ie after GPI became a monthly publication)	6
This is the first time I have read GPI	7

2
How often do you personally read, or leaf through your or somone else's copy of GPI ? COL 15

Every 14 days	1
Once a month	2
6 - 10 times a year	3
3 - 4 times a year	4
1 - 2 times a year	5
Less often	6

3
How did you obtain this particular copy ? COL 16

I am a subscriber	1
From a friend who subscribes	2
I bought it myself at a newsagents	3
From one of my friends who bought it	4
Someone gave it to me	5
I found it in a waiting room, in an office, etc	6
Others (write in)	7

4
How many times on average do you read a particular issue of GPI ? COL 17

Once	1
Several times	2
Can't say exactly, but often	3

5
On average, how much time in total do you spend reading a particular issue of GPI ? COL 18

Less than one hour	1
Between 1 and 2 hours	2
Between 2 and 3 hours	3
Between 3 and 4 hours	4
More than 4 hours	5

6
Apart from yourself, do any of your friends/family read your copy of GPI ? COL 19

Yes	X
No	V
About how many people, usually (write in)	1 - 0

7

Do you ever lend your copy of GPI to other people of your acquaintance (friends, neighbours, colleagues)? COL 20

Yes	X
No	V
About how many people, usually (write in)	1 - 0

8

Do you keep your copy of GPI for future reference after you have read it? COL 21

Yes (all issues)	1
Yes (some issues only)	2
No I do not keep GPI after I have read it	3

9

Which of the following are you most likely to respond to when included within GPI? Please circle one only. COL 22

Reader offer in the text	1
Cut out coupon contained within a loose insert	2
Cut out coupon contained within an advertisement	3

10

When GPI includes a detachable poster, do you keep it?. COL 23

Yes, always	1
Yes, sometimes	2
No, never	3

11

GPI currently covers five types of competition: Can you tell us how much each type interests you? COLS 24-28

	Very much	Quite a lot	Only a little	Not at all	
Formula One	1	2	3	4	COL 24
Rallies	1	2	3	4	COL 25
Endurance	1	2	3	4	COL 26
Formula 3000	1	2	3	4	COL 27
F1 Powerboat racing	1	2	3	4	COL 28

12

Here is a list of regular features normally found in each issue of GPI. Do you think that the space in the magazine to each feature should be increased, kept unchanged or reduced? (Please give only one answer per feature) COLS 29-31

	COL 29 Increase	COL 30 No change	COL 31 Reduce
Paddocks	1	1	1
Graffiti	2	2	2
News & profiles of drivers	3	3	3
News & profiles of teams	4	4	4
Race reports	5	5	5
Lap charts - Formula One	6	6	6
Technical drawings/ explanations	7	7	7
Detailed results & Statistics			
— Formula One	8	8	8
— Endurance	9	9	9
— Rallies	0	0	0
Post card	X	X	X
Full colour photo-spreads	V	V	V

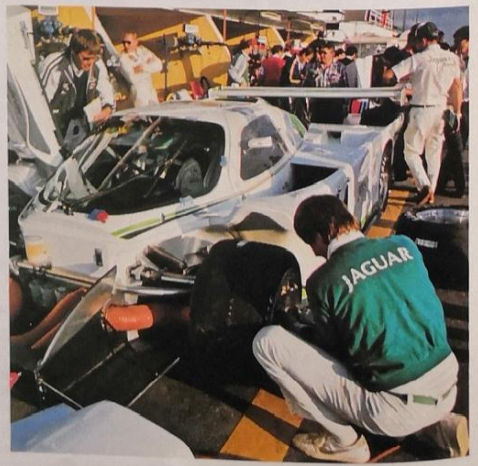
13

For each one, please would you indicate if you already possess this, or if you expect to buy one in the near future? COLS 32-33

	COL 32 Already own	COL 33 Intend to buy
A car* (see below)	1	1
In-car audio equipment	2	2
Conversion kits, spoilers, alloys, etc	3	3
Motor Cycle	4	4
Personal computer	5	5
HI-FI (value over £300)	5	5
Compact Disc equipment	7	7
Single lens reflex camera with interchangeable lenses	8	8
Compact automatic eg: Auto-focus camera	9	9
Video recorder/player	0	0
Video camera	X	X
Holiday property abroad	V	V

* if you have a car, please write in

Make and Model	COLS 34-38
Cubic capacity	39-40
Year of first registration	41-42



14

Below is a list of leisure activities and types of holidays. Which do you take part in and/or use regularly, sometimes, rarely, never? One reply per line, please. COLS 43-46

	COL 43 Regularly	COL 44 Sometimes	COL 45 Rarely	COL 46 Never
Grands Prix & motor races in U.K.	1	1	1	1
Grands Prix & motor races abroad	2	2	2	2
Other sporting events abroad	3	3	3	3
Holidays abroad by car	4	4	4	4
Holidays abroad by air	5	5	5	5
Hotel holidays U.K.	6	6	6	6
Camping holidays	7	7	7	7
Time share holidays	8	8	8	8
Holiday Clubs (Club Med, 30 etc)	9	9	9	9
Flotilla/sailing/ Boating holidays	0	0	0	0
Cinema going	X	X	X	X
Theatre going, concerts	V	V	V	V

15

Amongst the following products, which do you buy regularly, sometimes, rarely, never? One reply per line, please. COLS 47-50

	COL 47 Regularly	COL 48 Sometimes	COL 49 Rarely	COL 50 Never
TOBACCO				
English cigarettes	1	1	1	1
French cigarettes	2	2	2	2
American cigarettes	3	3	3	3
Pipe tobacco	4	4	4	4
Cigars	5	5	5	5
Roll your own	6	6	6	6
DRINKS				
Spirits	7	7	7	7
Vermouths	8	8	8	8
Champagne	9	9	9	9
Other wines	0	0	0	0
Cola/Perrier/Tonic water etc	X	X	X	X
Beer	V	V	V	V
OTHERS				
	COL 51 Regularly	COL 52 Sometimes	COL 53 Rarely	COL 54 Never
Sports clothing	1	1	1	1
Photographic film	2	2	2	2
Mens Toiletry products	3	3	3	3
Motor racing videos	4	4	4	4
Motor racing books	5	5	5	5

16

Do you take part in or follow any of the sports listed below? COLS 55-56

	COL 55 YES	COL 56 NO
Motor Sport	1	1
Skiing	2	2
Tennis	3	3
Golf	4	4
Windsurfing	5	5
Squash	6	6
Sailing	7	7
Power boating	8	8

17

Here is a list of newspapers and magazines. Please circle the code number of any that you read regularly.. COL 57-58

	COL 57
Times/Telegraph/Guardian/FT	1
Express/Mail	2
Sun/Mirror/Star	3
Time/Newsweek/Economist etc	4
TV programme magazines	5
Male interest mags - Playboy, Mayfair etc	6
Female interest mags - Womans Own, Cosmo, Vogue etc	7
Campaign/Marketing Week	8
New Musical Express/No 1	9
Listing Mags/Time out/What's on, etc	0
Expression/Departures	X
	COL 58
Autocar	1
Autosport	2
Car	3
Fast Lane	4
Motoring News	5
Motor Sport	6

To classify your replies to this questionnaire, we would also like the following information from you.

Questionnaire No: (leave blank)

Your Name .....

Your address .....

.....

..... Post code .....

Your Occupation.
Broadly speaking, are you employed in

COL 12

Industry	1
Commerce	2
Financial	3
Scientific/Technical	4
Professional	5
Civil/Public Service	6
Journalism	7
Agriculture	8
Construction	9
Student	0
Not currently employed	X

Your salary band: (per annum)

COL 13

Less than £4999	1
Between £5000 - £7999	2
Between £8000 - £11999	3
Between £12000 - £15999	4
Between £16000 - £19999	5
Between £20000 - £24999	6
Over £25000	7

Are you

COL 8

Male	1
Female	2
Married?	3
Single?	4

In which part of the country do you normally reside?

COL 8

Scotland	5
North of England	6
Midlands	7
Wales and West Country	8
Eastern countries	9
South/south East	0
London (Postal Districts)	X

Your age

Please write in ..... COL 9-10

Which Credit Card do you have?

COL 11

American Express	1
Diners	2
Barclaycard/Visa	3
Access	4
Other	5

We are leaving space below for you to give us your suggestions or any criticism you have with regard to GPI. All comments will be much appreciated.

Please remember to send the completed questionnaire to Grand Prix Publications Ltd, 50 Lombard Road, London SW11 3SU to arrive by 19th August 1985. Thank you.

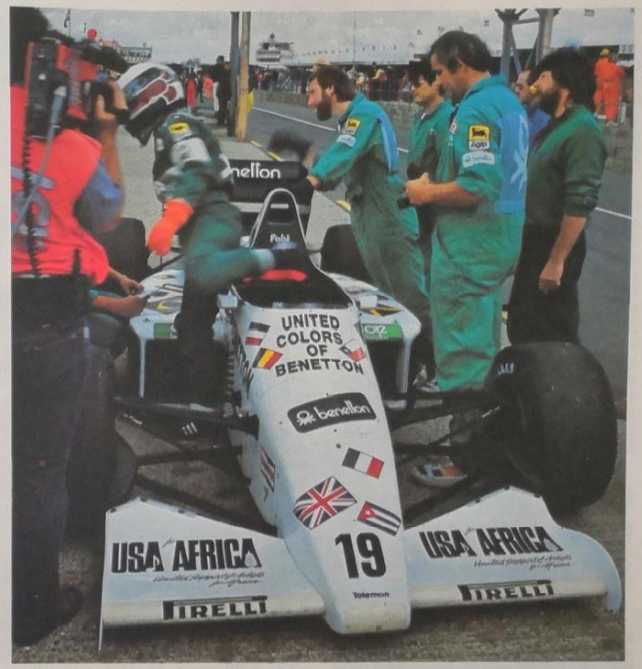
ANALYSIS

How are we supposed to take top level motor racing seriously now? Formula One is beginning to ressemble Endurance racing more and more as drivers are having to race with more thought to fuel economy than to the competitive aspect of the sport itself.

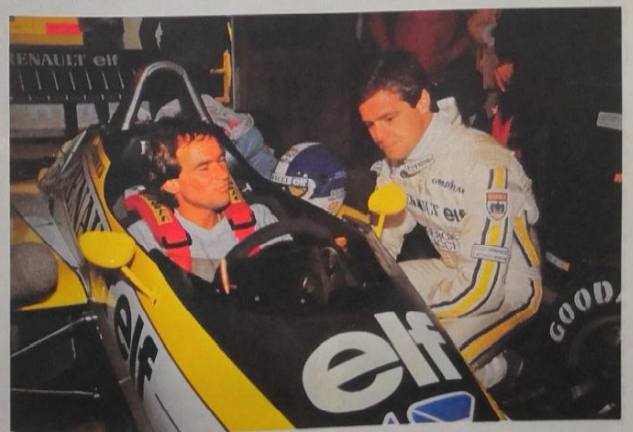
SENNA : "I WAS BETTER THAN PROST AT ONE STAGE. HE WAS GAINING ON ME AT THE BRAKING AREAS BUT I HAD NO TROUBLE CONTAINING HIM"

What are we supposed to conclude from the pathetic spectacle of Piquet, Berger and Boutsen trying hard to save their petrol until the line, or, of Warwick and Laffite saved by the flag, waved unexpectedly a lap earlier, as they roller-coasted past, their tanks bone dry of the precious stuff? It was only too obvious that Prost was playing careful, why else would he have held back? Silverstone hadn't unduely worried the engineers before the race, the British track didn't appear to pose the same consumption problems as Montreal. What will be the future of F1 be when the 195-litre limit comes into effect next year?

The French national hymn boomed out over the loudspeakers after the race. Alain Prost had kept to his plan. Fourth on lap 1, a struggle with de Cesaris for another three, then Rosberg. By lap 16 he was hounding Senna, patiently, not a tweak of the boost pressure knob until lap 32 when he closed in. *"I didn't realise that Senna had so much more fuel than I did to use. As soon as I twiddled the boost pressure knob he'd power away. He, too, must have been changing the pressure. My only plan was to wait until the closing laps before I made my move to get past him. And keep my fingers crossed that I had more fuel than he did. My other worry came from the tyres. I opted for C rubber, the softest race rubber available. I had hoped to make a pit stop at the half way stage. When I saw the clouds getting darker and darker, I stayed out."*



The Fabi/Toleman-Hart combination shone during qualifying. Shame the gearbox didn't hold out!



Barry Sheene, the ex-motorcycling world champion dreaming at the wheel of Derek Warwick's spanking new RE60B. A wise choice?

PETER WARR: "ELIO GOT OUT OF THE CAR, TOOK OFF HIS HELMET AND UNDID HIS OVERALLS. HE WAS POSITIVE THE ENGINE HAD GONE"

For Senna, his lucky star had forsaken him again. It wasn't because his fuel tank ran dry that he didn't make it to the flag but because the "black box" of his electronic injection conked out on lap 50, resulting in excessive fuel consumption. What had been a spectacularly thrilling show was brought to an abrupt halt. *"I was better than Prost at one stage. He was gaining on me at the braking areas but I had no trouble*

containing him. As soon as the gap between us stabilised, I turned down the boost pressure. Then that problem occurred for all of 15 laps. It completely disappeared, only to suddenly come back on lap 58. Prost got by then the problem went, I got past him again, and then the problem came back. For me the end came with only five laps to go."
De Angelis tried desperately hard to get his Lotus to the finish. He was lying 6th for many laps and was hoping that by playing safe with the fuel he'd make the 66-lap race to the end. *"My engine died just before the chicane and I cut the switch to let the car roll back to the pits. I thought the engine had blown."* Peter Warr continued, *"Elio got out of the car, took off his helmet and undid his overalls. He was positive the engine had gone. We checked the compression and when we put the spark plugs back the engine fired up again!"* Elio went out to rejoin the race some 29 laps later and put in some good performances (7th fastest lap time).

LAFFITE: "LET'S KEEP FORMULA ONE AS IT SHOULD BE"

Michele Alboreto's 2nd place and six points meant that he was still leading the World Championship after the eighth round. Not by much, mind, but he was. And he'd had a great fight up through the field to get there. The Ferrari driver was 9th on lap 9 and had been got round by both Piquet and Lauda, without being able to gain an inch on de Cesaris...
But, the Ligier team had had a really weird day. They had got their aerodynamics just right, the mechanicals were functioning just as they should have been, not forgetting the perfectly-suited Pirelli tyres, which all combined to give an excellent package. Andrea de Cesaris was superb during the early stages and looked set to a 2nd place finish when Lauda and then Senna dropped out, until the Italian too, retired. Laffite climbed up to the 3rd step on the rostrum for the first time since Austria 1982!
The fact of the mater is that it's really too bad the drivers have to think about fuel economy rather than racing. A quick and efficient solution must be found by the Federation if the sport is to continue enjoying its popularity. *"It's a shame that the Federation's rules and regulations have resulted in making F1 into a Le Mans 24 Hours-type event. Let's keep F1 as F1 should be,"* commented Laffite. *"Everything went really well otherwise."*
Piquet agreed with Laffite but it was a sad race for the winner of the French round, only two weeks previously. He had opted for a heavy rear wing which meant that he had lower top speed down the straights.

QUALIFYING

FRIDAY: ROSBERG SETS NEW RECORD!

A great start to the first day of qualifying for the British Grand Prix. A whole morning of heavy rain, and it wasn't just summer showers but good old heavy autumn type rain! No-one could go out for practice as the Medivac helicopter's turbine had become water-logged making take off impossible. Since there was no "T" chopper, everyone had to wait until 13:45 for the first untimed session to get under way.
At the appointed time, the wind began blowing and the sun's feeble rays (could this really have been July?) came out and it wasn't long before the track was dry. Then it was down to business. Patrese kicked off with a blown turbo, then Palmer's Zakspeed engine went following a water leak, Winkelhock's electrics blew on the RAM leaving him stranded on the track. And then, just as suddenly, it was all over, and it was only 14:05! The clerk of the course had deemed it wiser to cut the untimed session short as it was more than likely that the qualifying session would be interrupted by rain. Much to the discontentment of the drivers, might we add. They were only given a 20-minute break between the two.

ROSBERG: "I COULD HAVE BEEN FASTER BUT I HAD A SLOW PUNCTURE TO MY FRONT RIGHT TYRE, THE CAR WOULDN'T TURN IN AT THE CHICANE"

Teo Fabi put in an extremely creditable 5th fastest time in the Toleman Hart, the team's best result this year. Keke Rosberg was the man to set an impressive provisional pole position time of 1m 06.107s to average almost 160mph, the fastest lap ever recorded at Silverstone. Alain Prost switched from his race car to the T car fitted with bigger qualifying turbos. He guided his McLaren TAG MP4/B round the track to put in the second fastest time of the session. Senna was another driver to set a lap time under the 1m 07 barrier, but he too, had his fair share of troubles. As planned, he wanted to go out and qualify in the Lotus T car, fitted with an EF4b Renault engine. But the mechanics couldn't get the engine to fire up! *"I then got into the other car with the EF15 race engine but the gearbox was hard and the car was understeering,"* sighed the Brazilian. Derek Warwick's time was 2s slower than Ayrton's, his new RE60B engine needed a little more testing. The Brit was the faster of the two Renault drivers, in 9th place.
France's Ligier team set the 19th and 21st fastest times. It was the engine and not the tyres that had slowed them down as it cut out intermittently. Usually fastest of the Pirelli-shod clients, Nelson Piquet wasn't spared either. A turbo went which resulted in the inevitable fire breaking out and the gearbox went on the T car.
Nigel Mansell (Williams) still not a 100% fit after his accident in France put on a brave show and despite the clutch disintegrating finished 12th on the list.
Martin Brundle was 18th in the Tyrrell-Renault and Jonathan Palmer, suffering from low boost pressure on his German Zakspeed, found himself at the tail-end of the 26-strong field.

Lap 1: Copse. Tambay (Renault) (1) applies opposite lock but cannot righten his situation and jabs Johansson (Ferrari) hard. The Renault's right front wheel is torn off under the impact and lands on Alliot's RAM (2) as he moves out of the way. Lauda (3) stops dead but Ghinzani carries on and straight into the RAM. Four retirements on Turn 1, lap 1.

SATURDAY: ROSBERG ROUSES THE CROWDS

A cold wind was blowing on the former war aerodrome now become circuit. One grey cloud after another flew across an already menacing skyline. Fortunately, the morning's untimed session remained dry and everyone managed to set their cars up to their specifications. Teo Fabi bettered his excellent result of the day before by scoring the 3rd fastest time! And this despite the drivers claiming the track was slower than the day before because of the cooler weather and stronger winds blowing. Piquet proved that this was not really the case by putting in a respectable 1m 07.274s. Suddenly, a very excited voice came over the loudspeakers announcing Keke Rosberg's incredible lap time of 1m 05.967s! The Finn had done it — he'd broken through the mythical 160 mph average lap speed barrier. Keke wasn't thrilled, *"I could have done better but I had a slow puncture to my front right tyre. I realised just as I was coming up to the chicane; the car wouldn't turn in."*

PIQUET: "I'M NOT WORRIED ABOUT STARTING NEXT TO ROSBERG. I'M GLAD IT'S NOT MANSELL!"

As the yellow and white car wound its way down the lane leading to the pits the dark clouds burst, flooding everything. Just as suddenly the rain stopped and the wind had the effect of a hair dryer. In less than five minutes all the drivers were back out on the track, with the exception of Rosberg and Ghinzani,

the latter had fallen victim to the distribution belt snapping and the former was waiting, just for a "just in case"...
The traffic was really dense but that didn't stop either Piquet or Prost from improving on their lap times by a few vital tenths of a second.
It wasn't until the final timed session was into the last five minutes that Rosberg went out again. This time, he was even more sensational — 1m 05.591s, at an average speed of over 161 mph. The crowds gave the Finn a standing ovation. What excitement for the British Grand Prix! *"I had a perfect lap, I admit,"* Rosberg told reporters afterwards. *"I was lucky because I had to go onto the grass to get past Patrese and I had to overtake Johansson. Who'm I next to on the grid? Piquet? Well, that's going to be interesting!"*
Brabham's Brazilian driver commented that, *"if my car was perfect at the Ricard, it's not the case here, especially in the fast curves. I'm not worried about starting next to Rosberg, I'm glad it's not Mansell!"*
In the McLaren camp, no-one was laughing, especially not 2nd row man Prost. *"I'm right behind Rosberg and Piquet. I don't stand a chance of getting past them at the start and they'll probably slow me in the curves. I'll just have to follow them and hope that their air turbulence won't affect me too much."*
The stewards selected Rosberg's car for post practice scrutineering. But nothing irregular was found on the Japanese 1499c engine.
Nigel Mansell was the best-placed British driver on the final grid (3rd row) with Derek Warwick alongside Ferrari's Stefan Johansson on the 6th row. ■

Brazil's prodigious Ayrton Senna (Lotus No 12), the bit between his teeth, darts ahead of Rosberg (Williams No 6) on pole to take an early lead.

McLaren team's drivers put in the two fastest times during Sunday's morning warm-up session. Rosberg had trouble with his race car and took the Williams spare car for the race. Young Italian driver Pierluigi Martini had a slight clash with de Angelis causing damage to the front suspension of the Lotus. In the tyre war, not much difficulty on who was having what, the Pirelli and Goodyear users all had soft race tyres with the exception of Nigel Mansell who played safe and asked for four hard B tyres.
As the cars were led round the field for the parade lap by pole position man Keke Rosberg, Martin Brundle was left standing on the provisional grid which meant he had to pull up at the back of the starting grid in accordance with the rules. This, luckily, he did. The clouds were lowering ominously and darkening but by some miracle not a drop of rain, forecast for the middle of the afternoon, fell.
As the cars settled into position for the 2.30 pm start, it was Ayrton Senna who was quickest away and into Copse ahead of Rosberg, Mansell, Prost, de Cesaris, Piquet, Alboreto. A few lengths behind, it was chaos as Tambay and Johansson hit each other. The Renault driver had gone for a daring move to overtake everyone on the outside. His wheels locked up and the car slid right into the path of the luckless Johansson. The front right wheel of the French car was torn off and flew into the air (see pictures) and landed on RAM driver Alliot's car, damaging the front right suspension. In his haste to avoid his fellow countryman, Alliot crossed in front of Ghinzani who unavoidably crashed head on into the RAM. Lauda pulled up until the coast was clear to pursue his course but for the victims, it was bad news. Tambay, Alliot, Ghinzani and Johansson were all opening lap retirers.

10 LAPS

Senna 12m 29.172s; Rosberg 12m 33.169s; Mansell 12m 44.582s; De Angelis 12m 50.522s; Piquet 12m 52.340s; Lauda 12m 54.374s; Alboreto 12m 57.045s; Warwick 13m 04.550s; Berger 13m 05.298s; Cheever 13m 08.313s; Surer 13m 08.713s; Laffite 13m 09.209s; Boutsen 13m 10.698s; Brundle 13m 16.073s; Patrese 13m 17.762s; Winkelhock 13m 20.520s; Martini 9 laps; Bellof 9 laps.

Niki Lauda then followed on, last, but all the more determined in his quest for victory. He had already moved up three places by the end of the first lap, three more on the second lap and by lap 5 he had already got hold of 9th!
Meanwhile, back to the front runners, Senna was speeding along with Rosberg hard on his heels, Mansell, de Cesaris and Prost conceding 7.5s, then came Piquet and de Angelis in close formation and a further 4s behind came Alboreto, Warwick and the rest. De Cesaris was having his best race of the season with a magnificent bit of driving to get past Prost under braking at the chicane and on lap 4 he dived past Mansell. The Italian then set himself the task of chasing the leading pair. Would the Ligier take command? Prost didn't give him much time to think of podiums. The determined Frenchman slipped past the Ligier as he out-braked the

Wanted: Intelligent and consistent driver for tricky race. Phone Laffite now for details! (above) Another disappointing meeting for Ferrari but six points in the bag all the same for Alboreto !

Italian at the chicane on lap 9 and went on to haul in the Finn, 7.460s ahead. Inexorably, the red and white car gained on the Japanese-engined car. Once latched onto the Williams's gearbox, it didn't take Alain long to get past, which he did in one fell swoop. The order then was, Senna, Prost (9.507s behind), Rosberg, de Cesaris (now conceding 20.116s), four lengths ahead of Nigel Mansell. The Isle of Man dweller was to go no further. A burned clutch decided otherwise on lap 18. The natural inheritor of 5th position was none other than the triple world champion Niki Lauda! And, boy was he hungry! It didn't take the wiley fox long to get round the Italian in the blue Ligier (lap 20) and he then had his sights set on Rosberg. On lap 22, a large trail of smoke was billowing out of the car's rear end. For Rosberg, it spelt retirement time. Ayrton Senna was having little difficulty controlling the race, 5.047s ahead of immediate follower Prost, 23.97s ahead of Lauda and 25.39s ahead of de Cesaris.
Nelson Piquet wasn't looking too comfortable, his Brabham appeared to be lacking in top speed. His main problem stemmed from his onboard computer which advised light pressure on the throttle pedal, no matter who was behind him. On lap 28, Alboreto in the Ferrari moved effortlessly past the Brazilian who made no attempt to resist.
Veteran Jacques Laffite, meanwhile, had got round Derek Warwick in the new RE60B on lap 30 and powered on, reducing the Britisher to a small yellow speck in his mirrors. As team mate de Cesaris pulled out with clutch problems, Laffite found himself promoted into 6th and a place in the points.
Alain Prost closed in on race leader Ayrton Senna but it took the plucky Frenchman from lap 34 to lap 50 to take the lead and this he did only because the injection on the Renault V6 started playing up, and the fuel consumption with it, causing erratic behavior from the black and gold car. Senna snatched back the lead on lap 58 and then Prost did likewise on lap 59.

50 LAPS

Senna 1 hour 00m 12.231s; Prost 1 hour 00m 15.296s; Lauda 1 hour 01m 04.917s; Alboreto 49 laps; Piquet 49 laps; Laffite 49 laps; Warwick 49 laps; Surer 49 laps; Berger 49 laps; Brundle 49 laps; Boutsen 49 laps; Patrese 48 laps; Bellof 45 laps; De Cesaris 41 laps.

For the Lotus, it was all over — yet again — as it roller coasted down pit straight to pull up in front of the trackside wall.
Niki Lauda, during all the excitement, lost his 3rd place when the alternator blew and retired.
Jacques Laffite had guided his Ligier past the ailing Piquet, still in trouble with high fuel consumption, and following the demise of Lauda and Senna, was in for 3rd place on the rostrum steps! It was the work of a miracle though, because the clerk of the course, for some mysterious reason, brought out the chequered flag on lap 65 and not lap 66. Jacques's fuel tank ran dry on lap 65! Warwick was lucky, his Renault rolled over the line with an empty tank too! According to Prost's onboard computer, the McLaren had in fact covered 66 laps and had taken the chequered flag twice...

LAP BY LAP

F1: BRITISH GP

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	6	7	2	12	5	27	25	11	19	1	28	16	15	22	8	26	17	9	18	3	10	23	29	30	24	4
Lap																										
1	12	6	5	2	25	7	27	11	16	19	22	8	23	17	26	30	3	18	1	9	4	29	28	15	10	24
2	12	6	5	25	2	7	11	27	16	19	8	23	17	22	1	26	18	30	3	9	4	29	25			
3	12	6	5	25	2	7	11	27	16	19	8	23	1	17	22	30	26	18	3	9	4	29				
4	12	6	5	25	2	7	11	27	19	16	8	1	23	17	22	26	30	18	3	9	4	29				
5	12	6	25	5	2	7	11	27	1	16	23	17	8	26	22	30	18	3	9	4	29	19				
6	12	6	25	5	2	7	11	27	1	16	23	17	8	26	22	18	30	3	9	4	29					
7	12	6	25	2	5	7	11	27	1	16	17	23	8	26	18	22	3	9	29	4	30					
8	12	6	25	2	5	11	7	27	1	16	17	23	8	26	18	22	3	9	29	4						
9	12	6	2	25	5	11	7	1	27	16	17	23	8	26	18	3	22	9	29	4						
10	12	6	2	25	5	11	7	1	27	16	17	23	8	26	18	3	22	9	29	4						
11	12	6	2	25	5	11	*7	1	27	16	17	23	8	26	18	3	22	9	29	4						
12	12	6	2	25	5	11	7	1	27	16	17	23	26	8	18	3	22	9	29	4						
13	12	6	2	25	5	1	7	27	16	17	11	26	23	8	18	3	22	9	29	4						
14	12	6	2	25	5	1	7	27	16	17	26	23	8	18	3	22	9	29	4	11						
15	12	6	2	25	5	1	7	27	16	17	26	23	8	18	3	22	9	29	4	11						
16	12	2	6	25	5	1	7	27	16	17	26	23	8	18	3	22	9	29	4	11						
17	12	2	6	25	1	7	27	5	16	17	26	23	8	18	3	22	9	29	4	11						
18	12	2	6	25	1	7	27	16	26	17	8	18	3	22	9	29	4	11	5	24						
19	12	2	6	25	1	7	27	16	26	17	8	18	3	22	9	29	4	11								
20	12	2	6	25	1	7	27	16	26	17	8	18	3	22	9	29	4	11								
21	12	2	6	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11								
22	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11	6								
23	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11									
24	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11									
25	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11									
26	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11									
27	12	2	1	25	7	27	16	26	17	8	18	3	22	9	29	4	11									
28	12	2	1	25	27	7	16	26	17	8	18	3	22	9	29	4	11									
29	12	2	1	25	27	7	16	26	17	8	18	3	22	29	4	11	9									
30	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
31	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
32	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
33	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
34	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
35	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
36	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
37	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4	11										
38	12	2	1	25	27	7	26	16	17	8	18	3	22	29	4											
39	12	2	1	25	27	7	26	16	17	8	18	3	22	4	25											
40	12	2	1	25	27	7	26	16	17	8	18	3	22	4												
41	12	2	1	25	27	7	26	16	17	8	18	3	22	4												
42	12	2	1	27	7	26	16	17	8	3	18	22	4	25												
43	12	2	1	27	7	26	16	17	8	3	18	22	4													
44	12	2	1	27	7	26	16	17	8	3	18	22	4													
45	12	2	1	27	7	26	16	17	8	3	18	22	4													
46	12	2	1	27	7	26	16	8	17	3	18	22	4													
47	12	2	1	27	7	26	16	8	17	3	18	22	4													
48	12	2	1	27	7	26	16	8	17	3	18	22	4													
49	12	2	1	27	7	26	16	8	17	3	18	22	4													
50	12	2	1	27	7	26	16	8	17	3	18	22	4													
51	12	2	1	27	7	26	16	8	17	3	18	22	4													
52	12	2	1	27	7	26	16	8	17	3	18	22	4													
53	12	2	1	27	7	26	16	8	17	3	18	22	4													
54	12	2	1	27	7	26	16	8	17	3	18	22	4													
55	12	2	1	27	7	26	16	8	17	3	18	22	4													
56	12	2	1	27	26	7	16	8	17	3	18	22	4													
57	12	2	1	27	26	7	16	8	17	3	18	22	4													
58	2	12	27	26	7	16	8	17	3	22	4	1	13													
59	12	2	27	26	7	16	8	17	3	22	4															
60	2	12	27	26	7	16	8	17	3	22																
61	2	27	26	7	16	8	17	3	22	12																
62	2	27	26	7	16	8	17	3	22																	
63	2	27	26	7	16	8	3	17																		
64	2	27	26	7	16																					
65	2																									

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

PIT STOP

Lap 14: **De Angelis**, check engine.

RETIREMENTS

Lap 1: **Tambay**, accident with Alliot and Ghinzani.
Alliot, accident with Tambay and Ghinzani.
Ghinzani, accident with Alliot and 1: Tambay.

Lap 2: **Johansson**, accident with Tambay, Alliot and Ghinzani.
Lap 5: **Fabi**, gearbox.
Lap 7: **Palmer**, distribution.
Lap 18: **Mansell**, clutch. Cheever, turbo.
Lap 22: **Rosberg**, engine.
Lap 29: **Winkelhock**, engine.
Lap 39: **Martini**, snapped rear suspension.
Lap 42: **de Cesaris**, clutch.
Lap 58: **Lauda**, alternator.
Boutsen, off blocked throttlecable.
Lap 61: **Senna**, injection.

STATISTICS

BRITISH GRAND PRIX

Round eight of the 1985 World Championship.
Date: July 21, 1985.
Circuit: Silverstone.
Track Length: 4.719 km/2.932 miles.
Race Distance: 65 laps or 306.67 km.
Weather: Overcast and cloudy.
Attendance: 110,000.
Qualifying: 26; **Qualified:** 26; **Starters:** 26; **Finishers:** 12; **Classified:** 11.

STARTING GRID

Rosberg
Williams-Honda FW10
1m 05.591s

Piquet
Brabham-BMW BT54
1m 06.249s

Prost
McLaren-TAG MP4
1m 06.308s

Senna
Lotus-Renault 97T
1m 06.324s

Mansell
Williams-Honda FW10
1m 06.675s

Alboreto
Ferrari 156/85
1m 06.793

De Cesaris
Ligier-Renault JS25
1m 07.448s

De Angelis
Lotus-Renault 97T
1m 07.581s

Fabi
Toleman-Hart TG185
1m 07.678s

Lauda
McLaren-TAG MP4
1m 07.743s

Johansson
Ferrari 156/85
1m 07.887s

Warwick
Renault RE60B
1m 08.238s

Tambay
Renault RE60B
1m 08.240s

Patrese
Alfa Romeo 185T
1m 08.384s

Surer
Brabham-BMW BT54
1m 08.587s

Laffite
Ligier-Renault JS25
1m 08.656s

Berger
Arrows-BMW BT54
1m 08.587s

Winkelhock
RAM-Hart 03
1m 09.114s

Boutsen
Arrows-BMW A8
1m 08.672s

Brundle
Tyrrell-Renault 014
1m 09.242s

Alliot
RAM-Hart 03
1m 09.609s

Cheever
Alfa Romeo 185T
1m 10.242s

Martini
Minardi-Ford M185
1m 13.645s

Palmer
Zakspeed 85/02
1m 13.713s

Ghinzani
Osella-Alfa FA1
1m 16.400s

Bellof
Tyrrell-Ford 012
1m 16.596s

FOR THE RECORD

First appearance of the Zakspeed 100% electronic injection system. Not used for race ● McLaren and Ligier tested Lotus-style front air deflectors during practice ● New Williams for Mansell. New T car for Brabham ● After Tambay at the Ricard, Warwick had the new RE60B ● All Renault engines (for all teams) were fitted with vertical turbo air inlets ● Winkelhock had a new chassis, his old race car used for the T car ● Alfa used 1984 suspension units ● Ferrari also resorted to using chassis and suspension units from before the French GP ● First 1985 F1 point for Marc Surer and Laffite back on a podium (last time was in Austria 1982) ●

PREVIOUS WINNERS

(Last five editions)
1984: **Lauda** (McLaren MP4) Brands Hatch.
1983: **Prost** (Renault RE40) Silverstone.
1982: **Lauda** (McLaren MP4) Brands Hatch.
1981: **Watson** (McLaren MP4) Silversone.
1980: **Jones** (Williams FW07B) Brands Hatch.

RACE LEADERS

Laps 1-57: Senna
Lap 58: Prost
Lap 59: Senna
Laps 60-65: Prost

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France and Britain.)

1. Alboreto	6	6	0	6	9	4	0	6	=	37
2. Prost	9	0	0	9	4	0	4	9	=	35
3. De Angelis	4	3	9	4	2	2	2	0	=	26
4. Rosberg	0	0	0	0	3	9	6	0	=	18
5. Johansson	0	0	1	0	6	6	3	0	=	16
6. Piquet	0	0	0	0	0	1	9	3	=	13
7. Tambay	2	4	4	0	0	0	1	0	=	11
8. Senna	0	9	0	0	0	0	0	0	=	9
9. Boutsen	0	0	6	0	0	0	0	0	=	6
Laffite	1	0	0	1	0	0	0	4	=	6
11. Mansell	0	2	2	0	1	0	0	0	=	5
12. Bellof	-	1	0	0	0	3	0	0	=	4
Warwick	0	0	0	2	0	0	0	2	=	2
14. Arnoux	3	0	-	-	-	-	-	-	=	3
De Cesaris	0	0	0	3	0	0	0	0	=	3
Lauda	0	0	3	0	0	0	0	0	=	3
17. Surer	0	0	0	0	0	0	0	1	=	1

THEIR FASTEST LAPS

Prost	1m 09.886s	Rosberg	1m 12.914s
Senna	1m 10.032s	Boutsen	1m 13.021s
Lauda	1m 10.905s	Patrese	1m 13.111s
Alboreto	1m 11.290s	Mansell	1m 13.532s
Laffite	1m 11.649s	Winkelhock	1m 14.486s
Piquet	1m 11.837s	Cheever	1m 15.055s
De Angelis	1m 12.068s	Martini	1m 17.486s
De Cesaris	1m 12.089s	Palmer	1m 17.499s
Surer	1m 12.135s	Bellof	1m 17.854s
Warwick	1m 12.383s	Fabi	1m 18.250s
Brundle	1m 12.432s	Johansson	1m31.135s
Berger	1m 12.765s		

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France and Britain.)

1. Ferrari	9	6	1	6	15	10	3	6	=	56
2. McLaren	9	0	3	9	4	0	4	9	=	38
3. Lotus	4	12	9	4	2	2	2	0	=	35
4. Williams	0	2	2	0	4	9	6	0	=	23
5. Renault	2	4	4	2	0	0	1	2	=	15
6. Brabham	0	0	0	0	0	1	9	4	=	14
7. Ligier	1	0	0	4	0	0	0	4	=	9
8. Arrows	0	0	6	0	0	0	0	0	=	6
9. Tyrrell	0	1	0	0	0	3	0	0	=	4

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/04 (T/MP4-2B/03)	1m 07.743s	1m 09.001s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/05	1m 06.308s	1m 08.532s
3. Brundle	Tyrrell Ltd	Tyrrell-Renault 014/4 (T. 014/2)	1m 10.718s	1m 09.242s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 012/5 (T. 012/7)	1m 17.009s	1m 16.596s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/06 (T: FW/03)	1m 09.080s	1m 06.675s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/04	1m 06.107s	1m 05.591s
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/7)	1m 08.933s	1m 06.249s
8. Surer	Brabham MRD	Brabham-BMW BT54/3	1m 09.572s	1m 08.587s
9. Winkelhock	RAM Grand Prix Ltd	RAM-Hart 03/4 (T: 03/3)	1m 10.299s	1m 09.114s
10. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/2	1m 11.162s	1m 09.609s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 07.581s	1m 07.696s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/4	1M 06.324s	1m 06.794s
15. Tambay	Equipe Renault Elf	Renault RE60 (T: RE60/04)	1m 09.989s	1m 08.240s
16. Warwick	Equipe Renault Elf	Renault RE60	1m 08.238s	1m 08.604s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/1)	1m 09.870s	1m 08.672s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 09.413s	1m 09.131s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/03 (T: 185/04)	1m 07.678s	1m 07.871s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/2 (T: 185T/1)	1m 08.384s	1m 10.110s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/3	1m 11.072s	1m 10.345s
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T. FA1-G/85-1)	1m 16.400s	1m 10.345s
25. De Cesaris	Ligier Sport	Ligier-Renault JS52/04 (T: JS25/03)	1m 11.082s	1m 07.448s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	1m 10.756s	1m 08.656s
27. Alboreto	Ferrari SpA	Ferrari 156/85-081 (T: 156/85-078)	1m 06.793s	1m 07.427s
28. Johansson	Ferrari SpA	Ferrari 156/85-079	1m 08.169s	1m 07.887s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M185/003 (T. 002)	1m 13.645s	1m 15.363s
30. Palmer	Zakspeed Rennsport	Zakspeed 85/02 (T. 85/01)	1m 17.856s	1m 13.713s

FINAL RESULTS

1. Prost (McLaren TAG MP4) 65 laps or 306.735 km in 1 hour 18m 10.436s at an average speed of 235.398 kph.
2. Alboreto (Ferrari 156/85) 64 laps.
3. Laffite (Ligier-Renault JS25) 64 laps.
4. Piquet (Brabham-BMW BT54) 64 laps.
5. Warwick (Renault RE60B) 64 laps.
6. Surer (Brabham-BLW BT54) 63 laps.
7. Brundle (Tyrrell-Renault 014) 63 laps.
8. Berger (Arrows-BMW A8) 63 laps.
9. Patrese (Alfa Romeo 185T) 62 laps.
10. Senna (Lotus-Renault 97T) 60 laps.
11. Bellof (Tyrrell-Ford 012) 59 laps.
* De Angelis (Lotus-Renault 97T) 37 laps.
* Finished but was not classified.

Race Lap Record: Prost (McLaren TAG MP4) 1m 09.886s at an average speed of 243.060 kph.
Previous Record: Prost (Renault RE40) 1m 14.212s at an average speed of 228.85 kph in 1983.

Martin Brundle (Tyrrell-Renault) DPPI

TURBO-POWERED, BRUNDLE'S RENAULT (7th) ONLY JUST MISSED SCORING. WATCH OUT, THE BRITISH TEAM'S BACK ON ITS WAY UP!

THE TOUGH ITALIAN FOUGHT HIS WAY TO 3rd FASTEST DURING FRIDAY'S UNTIMED SESSION AND TO 3rd ROW ON THE GRID

Marc Surer (Brabham-BMW) DPPI

MARC SURER HAS SPEEDILY MASTERED THE BRABHAM TECHNIQUE — THE SWISS SCORED A FABULOUS FIRST 1985 POINT

FOUR KINGS FOR A CROWN

AS THE SECOND HALF OF THE F3000 SEASON GETS UNDER WAY, EITHER CHRISTIAN DANNER, MIKE THACKWELL, EMMANUELE PIRRO OR JOHN NIELSEN COULD LEGITIMATELY CLAIM THE EUROPEAN TITLE.

After eight rounds of the first ever F3000 championship, two March and two Ralt drivers have streaked ahead in the points table, leaving their rivals quite a way behind. All is by no means over but this year's European champion, in all logic, will be one of those four men.

Following his recent victory at the street circuit of Pau on May 27, earlier this year, Christian Danner scored a second win at France's Dijon-Prenois circuit on June 30, an impressive 22.8s ahead of runner-up Mike Thackwell, his main rival in the series. This meant that before the next round to be held at Donington a few weeks later, both drivers were on equal championship points (30), ahead of Pirro (3rd with 27 points) and Nielsen (4th with 25 points).

Fastest during qualifying were the two Ralt boys in their Ford DFV-powered red and white cars and, therefore, the touts' logical favourites. Christian Danner, though, was the star of the show for all of 45 laps. Thackwell and Nielsen in their Ralts made the most of Pirro's retirement on lap 19 and Tassin's (March 85B) unfortunate scrape with Streiff during the closing laps whilst lying in 2nd position just as he was reeling in race leader Danner.

The three winning cars were all on Bridgestone tyres and the first of the Avon-shod runners finished a lap behind! ■

Stability And The States For 1986

The FISA Executive Committee met in Paris in June, just before the Dijon F3000 round was staged and discussed the future of the European Championship. There will be no changes made to the technical regulations until December 12, 1986. Stability has been guaranteed. FISA secretary Yvon Léon commented on the rev limiters saying they had caused problems mainly because "they had been used incorrectly."

In 1986 the European Championship will be known as the International F3000 Championship with races on other continents.

F3000 rounds will be held in North America with both Canadian and American promoters willing to organise and ensure transport costs. In all, the F3000 calendar for 1986 should comprise twelve European rounds and three on the North American continent. It was also revealed that most F3000 competitors no longer wish to race before Grands Prix as they did this year. They believe that F3000 should be acknowledged as an important international event and not simply as a supporting race. Zeltweg, the Austrian GP circuit, is the only one to have handed in its candidature to organise both a F1 and a F3000 event in 1986. Calendar dates will also be chosen more carefully to avoid bad weather conditions such as snow experienced earlier this year in Germany.

FISA is forthwith undertaking a legal and technical study of the tyre regulations.

Lastly, FISA will be revising the present system to obtain the famous "super licence," with a view to making it easier for F3000 competitors. F3 drivers will, however, still be eligible for a "super licence" but F3000 will be considered as the main gateway into F1.

Another meeting will be held in Paris with all the F3000 backers so that a promotional policy can be agreed on and that a F3000 race, not counting for the championship, may be held in Curaçao in October 1985.

F3000 DIJON STARTING GRID

1. Nielsen Ralt RC85 1m10.21s	2. Thackwell Ralt RC85 1m10.32s
3. Danner March 85/B 1m10.56s	4. A Ferté March 85/B 1m10.77s
5. M. Ferté March 85/B 1m11.13s	6. Tassin March 85/B 1m11.16s
7. Capelli March 85/B 1m11.29s	8. Pirro March 85/B 1m11.67s
9. Dacco March 85/B 1m11.75s	10.Grouillard March 85/B 1m11.85s
11. Strelff AGS JH 20 1m11.90s	12. Alliot March 85/B 1m12.00s
13. Tarquini March 85/B 1m12.50s	14. Fangio Lola T950 1m12.57s
15. Hytten March 85/B 1m13.52s	16. Leoni Williams FW 08 1m14.23s
17. Dumfries Lola T 950 1m14.39s	18. Bertuzzi March 85/B 1m15.82s

RETIREMENTS

Lap 19: Pirro, rear transmission; Lap 40: Capelli, wheel uprights; Lap 43: Tassin, tangled.

F3000 CHAMPIONSHIP POINTS (after Dijon)

1. Danner and Thackwell 30 points; 3. Pirro 27 points; 4. Nielsen 25 points; 5. M. Ferté 14 points; 6. Tarquini 11 points; 7. A. Ferté 9 points; 8. Grouillard 7 points; 9. Streiff and Dacco 4 points; 11. Moreno and Kaiser 3 points; 13. Dumfries, Fangio and Alliot 1 point.

FINAL RESULTS DIJON JUNE 30, 1985.

1. Danner (March 85/B Ford DFV) 55 laps or 210 km in 1 hour 08m 54s, at an average speed of 181.998 kph; 2. Thackwell (Ralt RC 85) 1 hour 09m 26.9s; 3. Nielsen (Ralt RC/85) 1 hour 10m 04.5s; 4. A. Ferté (March 85/B) 1 hour 10m 05.0s; 5. Dacco (March 95/B) 54 laps; 6. Alliot (March 85/B) 54 laps; 8. M. Ferté (March 85/B) 54 laps; 9. Streiff (AGS JH 20) 54 laps; 10. Dumfries (Lola T 950) 54 laps; 11. Bertuzzi (March 85/B) 53 laps; 12. Hytten (March 85/B) 53 laps; 13. Tarquini (March 85/B) 53 laps; 14. Fangio (Lola T 900) 53 laps; 15. Leoni (Williams FWOBC) 53 laps.

Race Lap Record: Tassin (March 85/B) in 1m 30.80s at an average speed of 185.365kph.

Christian Danner (March 85B No 8) was impressive during both qualifying and the race. He richly deserved his victory at Dijon.

Thierry Tassin (March 85B No 25) was the unlucky hero despite showing sensational form.

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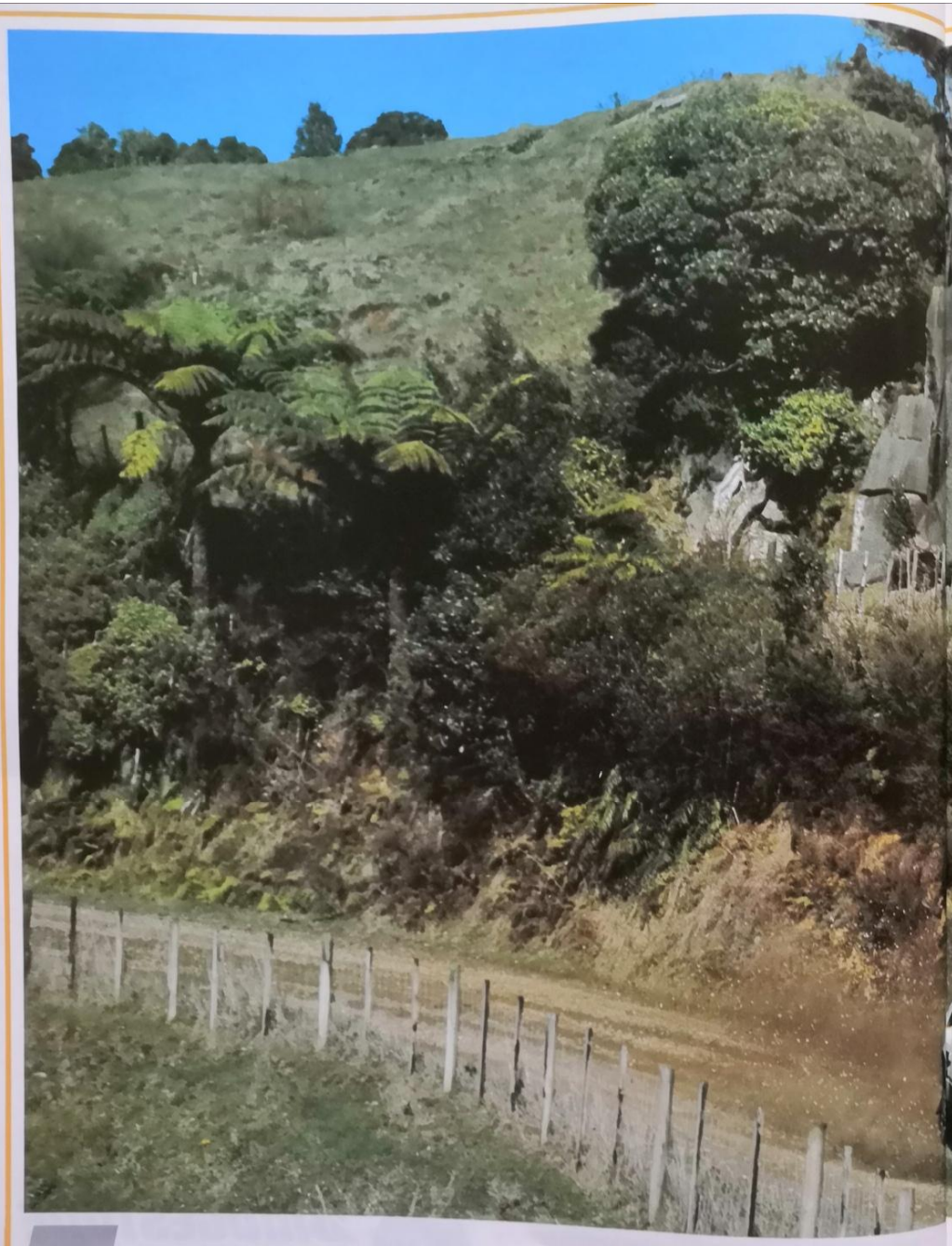
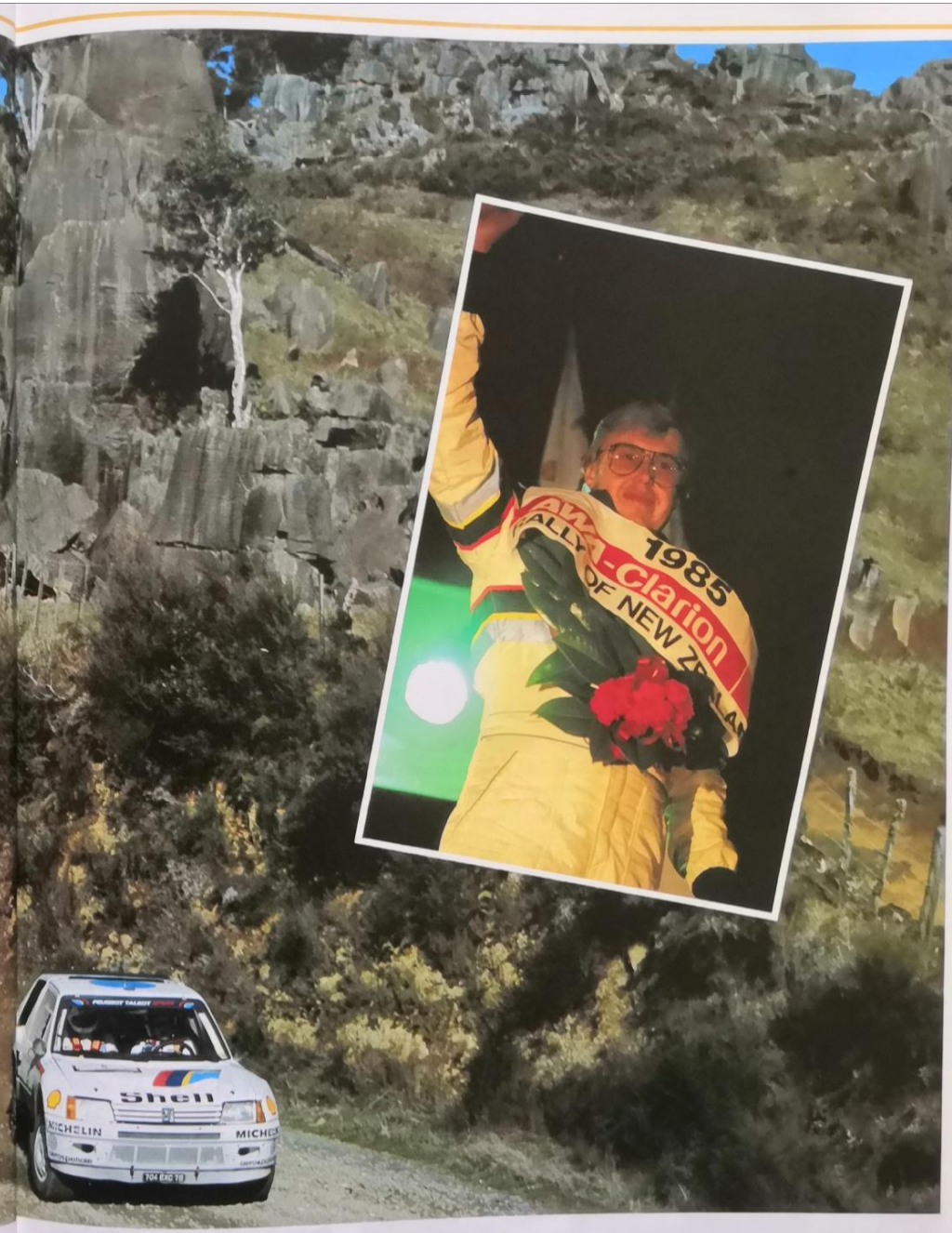




NEW ZEALAND RALLY

COUNTDOWN TO THE CROWN

TIMO SALONEN'S WORDS AFTER WINNING THE ACROPOLIS IN JUNE WERE, "I THINK I CAN NOW SAY THAT MY APPRENTICESHIP WITH THE 205 TURBO 16 IS COMPLETED." TIMO HAS GONE A LOT FURTHER THAN JUST GETTING TO GRIPS WITH THE PEUGEOT.

by Michel Lizin

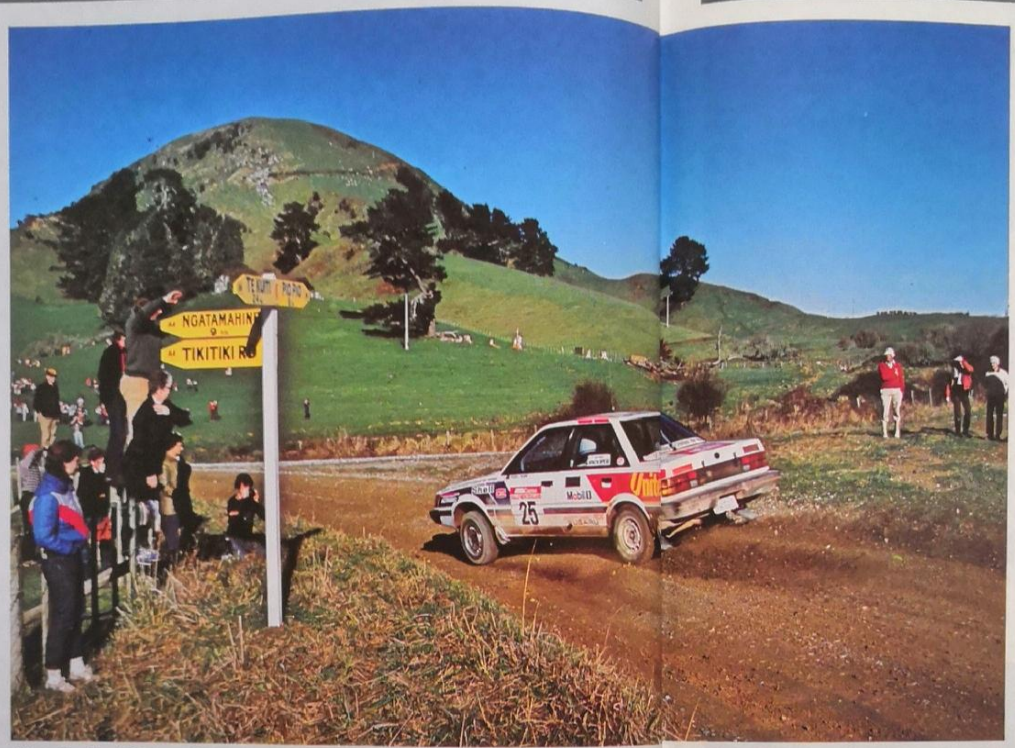
As the Singapore Airlines jumbo circled just off the New Zealand coast, the low winter sun picked out the oh so green undulating countryside. A memorable sight, more than enough to make one forget the last 26 hours spent in the air. The entire approach was carried out in sunshine but, once at the airport, it was raining. That's what the New Zealand climate's all about, as changeable as in Ireland, but I suppose that that's the price you have to pay for such lavish greenery.

Apart from the few individuals belonging to some authority or other, the changing weather conditions seemed to have little effect on the island's habitants, mostly of British origin and whose characters seemed as smooth and as untroubled as the regions visited by the rally. The purity of the air and the gentleness of the countryside over here both contribute to the relaxed atmosphere that the event enjoys. But they're not the only factors. The road sections that lead from forest to forest are so calm and peaceful. The perfect stage surfaces allow competitors to concentrate on the pleasures of driving and, despite the large number of spectators, you get the feeling that you're in an exclusive world of true rally enthusiasts. Having said all that, New Zealand was the scene of one of the toughest fights for victory in the World Championship this year since the opening round at Monte Carlo.

"*For once it's a rally where real driving ability counts,*" you could hear Röhrl and Salonen repeating before the start. The former went further. "*The narrow, twisting stages give the advantage to the Peugeot drivers. Ari and Timo will be difficult to beat but I'm going to have a go.*"

Ten out of ten to the German driver for trying. After the third stage, he was in the lead and he was able to keep it until the end of the first leg. Only Timo Salonen could keep up. "*The ten or so miles an hour extra of the Quattro's top speed were very important on certain of the very fast stages,*" explained the Finn. "*Also, the hard surface of the first stages particulary suited the reinforced, larger diameter Michelin tyres that only the Audis could use. The stages were of such good quality, that the Peugeot engineers decided to reduce the ground clearance on the 205s in order to improve performance. The result, was, in fact, quite the opposite. The excessive negative camber which resulted meant that the suspension and tyres could not perform at 100 % and the car tended to oversteer at times. After four or five stages, our engineer, de Cortanze, decided to set the car up as usual and our problems disappeared.*"

Timo seemed to go to a lot of trouble to explain away the mere sixteen seconds that separated him from Röhrl at the end of the first leg ! However, his analysis of the situation was not wrong. As the terrain changed, the Audi driver was certainly going to find it more difficult to stay in front.



New Zealand Group A winner for the second time on the trot, Possum Bourn

They gave everything they had but the Audi Quattro Sport drivers just couldn't contain their Peugeot 205 Turbo 16 rivals. Walter Röhrl lost in thought at the end...

MYSTERY CREEK

The fine layer of gravel that covered the stages of the second leg and, in fact, the rest of the rally, meant that the German cars would not be able to fully exploit their power potential. In these conditions, the understeer which results from the position of the engine in the Audis tends to become more pronounced, making life even more difficult for Röhrl and Blomqvist. To make matters worse rain had begun to fall.

Despite all these handicaps, Walter Röhrl, in excellent form, still managed to stay ahead of Salonen who was driving at his best. But for how long was Röhrl going to be able to maintain the pressure ?

The Mystery Creek stage is something of a one-off in the New Zealand rally. Only four miles long, it is more like one of the traditional "Mickey Mouse" stages on the RAC and takes competitors through parkland near a town. Narrow, twisty and incredibly slippery, the rain had turned the stage into a mud bath. It was here that Röhrl was to suffer to such an extent that he was never able to recover and Mystery Creek can be considered as the turning point of the rally.

Owing to the momentum caused by the front-mounted engine, Röhrl experienced great difficulties getting the car to turn. The bends had to be taken so slowly that the Audi's motor never seemed to be at correct revs on exit and turbo lag was a further problem. The German fought bravely, negociating the bends as tightly as possible and braking later and later, very much on the limit. Too much perhaps. Röhrl left his braking a little too late on one bend. Instead of going off into the cleared away catchment aera, he tried to get round and the car slid off the road onto the verge. The engine stalled and it took 15 seconds to get it started again. In all, the German lost 29 seconds and the rally lead to Salonen on that short stage. Röhrl managed to get back in front on the following stage but, thereafter, was no longer in the running.

IT HAPPENED IN NEW ZEALAND

● The eve of the start, Stig Blomqvist, with the aid of a quick sketch, described one of the stages that Walter Röhrl had not been able to recce. "*If I beat Stig on that one, I'll never take pacenotes again,*" declared the German. Röhrl was fastest overall on that short tarmac stage, 12 seconds ahead of the next fastest.

● Crews were obliged to use ordinary road cars for practice. The two Peugeot drivers used Peugeot 505 GTis and the Audi pair had Holden Commodores, the New Zealand version of the Opel Commodore.

● During a pre-rally testing session. Mike Kirkland was surprised at the power output of his Subaru Leone RX Turbo but his joy was to last no longer than 3 kilometers. In fact, the wastegate had blocked open and the motor promptly exploded. "*Apparently the car was putting out 250 bhp whereas she should normally only have 180 bhp!*"

THE GOOD OLD DAYS

Brian Stokes is one of the better rally drivers in New Zealand. He finished the event in a very modest 18th place after losing nearly an hour repairing steering of his Escort with wire.

The New Zealand fraternity have a genuine soft spot for the Escort RS1800, symbol of a whole era of rally sport. Jim Donald, Malcolm Stewart and Neil Allport have all gone on to other things but Stokes has remained faithful.

Unfortunately, the Group B homologation for the RS 1800 runs out at the end of 1985 and Brian is at an utter loss to find something to replace it. He was overheard having the following conversation with a journalist.

"*What's going to be competitive in Group A on the loose?*"

"*What about the Audi 80 Quattro?*"

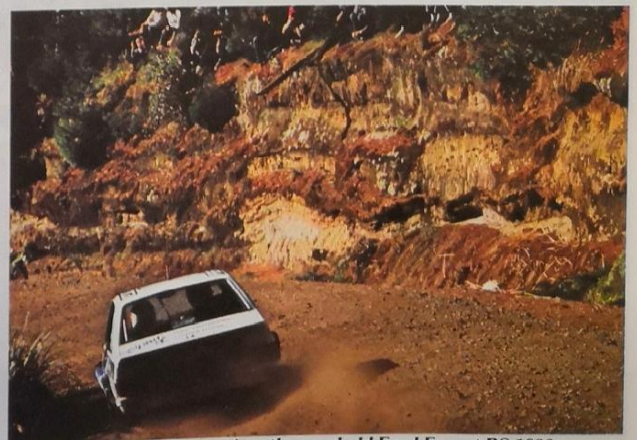
"*Not exciting enough. What do you think of the Toyota?*"

"*Reliable but possibly a bit low on power. You could always try a front wheel drive.*" What hadn't the journalist said? You could see the look of horror on Stokes' face. "*I don't want any front wheel drive. It's got to be the rear wheels that spin.*" There was a little pause then Stokes suddenly looked relieved. "*The Talbot Lotus is homologated until the end of 1987 isn't it?*"

THE EVENT

The New Zealand Rally is probably the event that drivers prefer in the world series thanks to the surface quality of its fast, twisty stages which are mostly tackled in daylight. This year the event lasted four days and was divided into four legs. The rally was due to include 48 stages giving 955 km of competitive driving, out of a total of 2,487 km. Two stages were finally cancelled. Only six stages were run on tarmac, the other 40 using loose surfaces.

Apart from the second leg, which was accompanied by rain, the rally benefited from particulary clement weather with clear skies and temperatures up to 15°. Don't forget it is winter down under in July.



Still very much in the running, the good old Ford Escort RS 1800 was guided by Inky Tulloch to finish a plucky 7th

Salonen knew fine well that Mystery Creek was especially favourable to the Peugeots and he had decided to make the most of it. In front of the thousands of spectators who, from their hillside vantage point, could follow nearly half of the stage, the Finn put on a magnificent display of driving skill, the 205 Turbo 16 very often sideways but in perfect control and always on the ideal line through the bends. Nearly a second a mile faster than team-mate Ari Vatanen, who, it should be said, was without intercom for the stage, Timo Salonen was breaking away from the pack.

IN CONTROL

Twenty nine seconds in one go was a bit too much for Röhrl. Despite a coughing motor from the start of the rally and despite gear change problems due to an overheating gearbox, the Audi driver had used all his talent to keep up with a determined Salonen whose Peugeot had the advantage over the 200 or so miles of tough forest tracks. All that effort just to be caught out on a helta-skelta stage included solely for the spectators !

It proved too much for the German. Over the first 16 stages, Röhrl was always within the top three fastest times. On the 18 stages that followed, he was 12 times fourth, ie the slowest of the Audi and Peugeot drivers.

Röhrl's problems at Mystery Creek probably only hastened the inevitable. Salonen, sooner or later, was going to take command. Timo is particulary fond of the New Zealand Rally, having won here in 1980 with the Group 2 Datsun in front of all the Group 4s. Now in 1985 he had the chance not only to prove that he had got to grips with the Peugeot 205 Turbo 16 but also that he could now be counted amongst the world's best rally drivers. His victory here in the southern hemisphere did just that thanks to a four day demonstration of his style and talent. Timo Salonen, the "newcomer", has no complexes when it comes to being compared with his more experienced colleagues. *I'll use exactly the same tactics in Argentina,*" he assured us.

THE FAMOUS FOUR

Out of the 67 crews at the start, 38 were at the finish, proof that the New Zealand Rally is not too tough on the mechanicals. The surfaces are of such good quality that the Audi team even decided to remove their sumpguards for most of the third leg in order to help cool down the gearboxes which were still overheating. The fight between the four leading cars was made all the more interesting in that they were all spared major technical problems and, between them, Salonen, Vatanen, Röhrl and Blomqvist took the four fastest times on 43 of the 46 stages. That's what you can call domination. The only exceptions were when Vatanen was beaten by Alport (Mazda) on one of the rare short tarmac stages and when Salonen slowed his pace towards the end of the event.

Within the four wheel drive club, a pecking order was relatively quickly established. Despite winning the event in 1984, Stig Blomqvist was off the pace more or less from the start. The Swedish driver must have been disappointed with a fairly average performance on the first leg. He did manage to recover himself afterwards but was further delayed after a minor off. Stig's answer to the Audi's intrinsic oversteer problems is to get the car sideways well in advance of bends. But setting the car up in such a manner is only possible when there is enough room. Here in New Zealand, where the stages were often narrow,

The Nissan brigade were out of luck but Reg Cook (Nissan 240 RS) strove on to finish 6th

Malcolm Stewart (Audi Quattro) fastest New Zealander on the Rally worked his way up consistently to wind up 5th

Blomqvist was having a hard time trying to modify his style *à la Röhrl.*

Vatanen, too, was surprised by the flying start of Röhrl and Salonen but it is fairly well known that the Finn needs a little time to get warmed up. Somehow we were left with the impression that Ari just didn't get "warmed up" in New Zealand. When asked at the finish if he was satisfied with his performance, the Finn was evasive. "*After a rather unlucky spell with four successive retirements, I'm just happy to finish a rally again.*"

That's certainly only part of the truth. Throughout the rally, Ari seemed a little tense, in contrast to the generally relaxed atmosphere of the event. He was, of course, polite but it wasn't the same Vatanen reputed for his frank, honest and spontaneous answer to journalists' questions. His driving seemed to suffer as a result, unless it was the other way round. Whilst Salonen's style appeared confident and flowing, Vatanen's was more broken and hesitating. It may be a little presumptuous to draw any conclusions especially when you consider that the gap between the two Peugeot drivers at the finish was under two minutes after over eight hours of special stages and Vatanen's legendary courage allowed him to fight hard to snatch second place from Röhrl on the last day of the rally.

Ari is going through a difficult phase at the moment. His recent series of retirements has not been too much of a disaster for Peugeot since it corresponded with the "coming of age" of Salonen. Now that Vatanen has at last been able to get his car to the finish, he has found someone in front of him. That must be a bit disconcerting since, for a long period, the name most readily linked with Peugeot's success was Ari's. What makes things worse is that these problems come at a time when the Finn is apparently in need of rest. "*Rallying is not all there is to life,*" commented Vatanen the day after the finish.

Although it is always tempting to compare the respective qualities of the two Peugeot drivers, their rivalry does not appear to have an adverse effect on the team spirit just like Prost and Lauda with McLaren in 1984. You can take the time to reflect on different things when you know you have the best car around. In any case, Jean Todt, manager of the French team, has made no secret of the fact that the drivers' title is not a priority for Peugeot.

NEARLY HOME AND DRY

As far as the manufacturers' title goes, 1985 is nearly all over, bar the shouting. Since the beginning of the year, Audi have never been able to get their best placed car in front of the best placed Peugeot. The French team leads with a total of 112 points out of seven results and Audi follow with 76 points from 5 results. At the end of the season, only the best eight results are taken into consideration. If by some miracle, Audi managed to win the remaining events, their final total would be 134 points, including four victories. Since Peugeot have already won five events, they would only need to match that score to take the title. That means that they only need a further 28 points (their worst result, 6 points on the Safari, would be dropped) which is equal to two third places or a second place and a fourth place. With Argentina, 1000 Lakes, San Remo and the RAC remaining, that would not appear to be too difficult a task.

Indeed, first and second on the forthcoming Argentina would mean victory or even a simple win if the first Audi did not manage second. You can hardly say that the 1985 championship has lost any of the suspense it may have held until now. It would come as no surprise to see the manufacturer's crown go to the French team in Argentina.

The top teams seem to have settled down this year into an established order. First of all come the two four wheel drive cars, Audi and Peugeot, with the advantage going to the 205 Turbo 16. A long way behind, yet equally a long way in front of their closest rivals, come the works Toyota Celica Twin Cam Turbos. In New Zealand, the Japanese team was decidedly out of luck. First of all Waldegaard was deprived of his usual co-driver before being forced to retire and Safari winner, Juha Kankkunen, sandwiched between the 4WD monsters and the traditional Gp B/4 cars, was also forced to retire. Until that moment he had taken fifth fastest on 27 of the 38 stages he had completed. Continuing the Japanese sob story, the Nissans too were out of luck. Reg Cook did manage to finish sixth with his 240 RS but behind the private Audi Quattro of another local driver, Malcolm Stewart.

Peugeot, Audi, Toyota, followed by the other two wheel drive, non-turbo cars. We have got used to that order (except on the Safari and in Corsica). Let's hope that the teams which have announced their participation in the 1986 championship do materialise. Even if it's always a pleasure to watch today's top drivers in action, somebody's got to set a cat amongst the pigeons. ■

THE RALLY

Timo Salonen was first leader of the event with a 1s lead over Vatanen and 7s over Röhrl. The next very fast stage allowed the two Audis to make the most of their top speed (212 kph) and Blomqvist was leader after SS2. His lead was short lived as his German team-mate got into the swing of things. Very quickly, it was apparent that Salonen and Röhrl were breaking away from Vatanen and Blomqvist. Waldegaard had already been delayed. A broken primary shaft, just 2 km from the end of SS2 was the cause and, since the Toyota team were not using the services of a helicopter, Björn lost 1h12m on the stage and 45m on the road section that followed as the service crew changed the gearbox. The Swedish driver was to drop another 11m on a road section after a wheel stud had sheered and, at the end of the first leg, he was lying 55th out of 56 survivors, 2h20m behind the leaders. With no hope of making up such a gap, Waldegaard decided to retire in order not to upset his team's service schedules.

After 6 stages, Röhrl's advantage over Salonen had risen to 43 seconds. Salonen was then able to slowly nibble away at this lead and he finished the leg just 16 seconds behind the Audi driver. Vatanen, who had got off to a slow start, managed to keep in touch but was still 1 minute behind and Blomqvist had already dropped 2m37s to the leaders. Kankkunen was fifth, over 8 minutes behind Röhrl but, in turn, nearly 4 minutes ahead of Mehta and Cook's Nissans. Paul Adams was leading Gp A with his Toyota Corolla ahead of Tony Teesdale's Subaru.

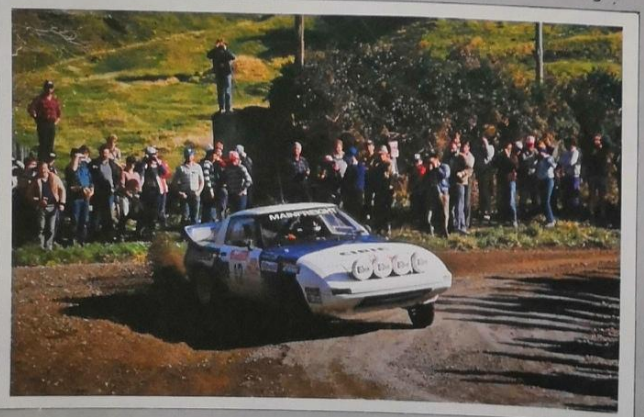
Most of the second leg was accompanied by rain but the close fight between Röhrl and Salonen continued just the same. That is until SS17, a spectator stage which was extremely narrow, twisty and, above all, muddy. The average speed for the 5.7 km stage was little over 60 kph compared with 100 kph plus for most others. The understeer characteristics of the Audi Sport Quattro were a great problem for Röhrl who went off the road and stalled his engine. Salonen, on the other hand, felt at ease here with the Peugeot and had decided to put the pressure on the German. With Walter losing 29 seconds to the Finn on this one stage, the lead on the following stage but he couldn't stop Salonen going back in front on SS19. His motor was misfiring at high revs and the Quattro was suffering from other minor mechanical problems. Röhrl seemed to lose heart and from that moment onwards was often 4th out of the 'big 4' on the remaining stages. Nevertheless, he was still second overall at the end of the second leg, 23 seconds behind Salonen. Vatanen was 1m40s behind his teammate and Blomqvist 3m22s behind.

In the Toyota camp, things were not going at all well. Kankkunen's differential had broken and 30 minutes were lost on the stage and 32 minutes on the following road section. He found himself in 32nd position, 1h26m behind Salonen and wanted to throw in the towel. Ove Andersson, Toyota team manager, asked him to carry on. Shekar Mehta had also been having problems and he decided to drop out after electrical troubles had left him 42nd overall. It was definitely not a good omen to hold 5th place since Cook, 5th at middistance, was struck with gearbox problems on a road section. 15 minutes were lost in repairs and he dropped to 9th leaving 5th to Neil Allport who retired after going off on SS34. The Subarus were dominating Group A after Adams too had gone off the road with his Toyota. Salonen was in complete control of the third leg, taking 6 fastest times out of 12 and increasing his lead over Röhrl to 1m43s. Vatanen was beginning to put the pressure on the Audi driver for second place and seemed to be in better form. Röhrl continued to experience mechanical difficulties, especially gear selection as the working temperature of his gearbox reached 180°C. Blomqvist was still 4th and Malcolm Stewart had finally managed to get his privately entered Quattro into 5th place ahead of Tulloch's Escort and the Subaru of group A leader, Possum Bourne. Kankkunen had climbed back up to 18th overall and, the next day, even made it to 16th place but was forced to retire when his Toyota mysteriously refused to start. The cause was later found to be a split wire.

Vatanen was finally able to get past Röhrl on the first stage of the fourth and last leg and he even managed to close the gap between himself and his Peugeot teammate who had begun to relax a little. Salonen, however, reacted and started to drive quicker before Jean Todt stepped in, asking the two Finns to keep their 1st and 2nd positions. Despite a minor off for Blomqvist, the top five positions remained unchanged but Reg Cook snatched 6th place with his Nissan 240 RS. Tulloch and Bourne finished 7th and 8th respectively and Jim Donald, delayed after running out of petrol early on, had fought his way back up to 9th. Teesdale's Subaru was 10th and Montgomery's Mazda finished 11th. There were 39 finishers.

TEAM BY TEAM

There were 67 crews at the start of the rally. The major teams did not feature any important modifications. Peugeot were present with two 205 Turbo 16s for Vatanen/Harryman and Salonen/Harjanne. Similarly, Audi had entered two cars for Röhrl/Geisdorfer and Blomqvist/Cederberg. Not to be outdone, there were two Toyota Celica Twin Cam Turbos in the hands of Waldegaard/Thorszelius and Kankkunen/Gallagher. Thorszelius, unfortunately, was taken ill on the morning of the start and was replaced by French journalist, Michel Lizin. Lizin's role was reduced to that of a sack of potatoes on the first day since Waldegaard's notes were in Swedish. For the second leg, Fred Gallagher kindly lent his new team-mate photocopies of his English notes.



Three Nissan 240 RS cars, including two Evolution ETs had been entered by Nissan New Zealand. A 1984 version of the 240 RS was entered by Donald Lancaster who won the event in 1981. Six Gp A Subaru Leone RX Turbos were present, driven by locals such as Possum Bourne and Tony Teesdale and Kenyans, Mike Kirkland and Frank Tundo. The official Daihatsu team entered two Charade Turbos (1300cc) and there were two factory Lada 2105 Sports.

Rallying in New Zealand is a thriving sport and that's probably got something to do with Rod Millen's success. In any case, the Mazda RX7 Gp B would appear to be the favourite rally car for local drivers, including Neil Allport, Mike Montgomery and Stuart Eyre. Others, like Inky Tulloch and Brian Stokes remain faithful to the hardy Ford Escort RS 1800 whereas Malcolm Stuart has taken the plunge and acquired himself an ex-Mikkola A1 Audi Quattro. In Group A, the principal threat to the Subarus was most likely to come from Paul Adams and his 16-valve Toyota Corolla.

STATISTICS

TECHNICAL DATA

15th New Zealand Rally.
Date: June 29 - July 2, 1985.
7th round of the World Rally Championship for drivers and manufacturers.
Start and Finish: Auckland, North Island.
Route: 2,487 km divided into four legs and 48 special stages (942 km). Finally only 46 stages were run and two were shortened, leaving a total of 894 km. There were 40 loose stages (859 km) and 6 tarmac stages (35 km).
1st Leg: Auckland - Auckland from 10:00 to 22:00 on Saturday, June 29, covering 599 km. There were 11 gravel stages covering 230 km.
2nd Leg: Auckland - Rotorua from 10:00 to 20:30 on Sunday, June 30, covering 577 km. There were 9 gravel stages (173 km) and 2 tarmac stages (10 km).
3rd Leg: Rotorua - Rotorua from 09:00 to 22:30 on Monday, July 1, covering 561 km. There were 11 gravel stages (242 km) and 1 tarmac stage (8 km).
4th Leg: Rotorua - Auckland from 07:00 to 20:30 on Tuesday, July 2, covering 750 km. There were 9 gravel stages (214 km) and 3 tarmac stages (17 km).
Entries: 72; **Starters:** 67; **Finishers and Classified:** 39.
Driving conditions: Apart from rain on the second leg, generally good weather on the other days.

BEST RESULTS

	1	2	3	4	5	6	A	B
Vatanen	17	10	10	8	—	1	46	46
Salonen	16	15	10	3	1	1	46	46
Röhrl	10	14	9	13	—	—	46	46
Blomqvist	7	7	13	19	—	—	46	46
Cook	—	—	1	1	2	10	14	46
Kankkunen	—	—	—	1	27	3	31	38
Stewart	—	—	—	1	11	8	20	46
Donald	—	—	—	1	3	5	9	46
Allport	—	—	—	1	2	10	13	32
Waldegaard	—	—	—	—	1	3	4	11
Mehta	—	—	—	—	1	3	4	23

A: Number of placings in first 6.
B: Number of special stages covered.

FINAL RESULTS

1. Salonen/Harjanne (Peugeot 205 T16) 8 hours 29m 16s (1st Group B).
2. Vatanen/Harjanne (Peugeot 205 T16) 8 hours 30m 33s.
3. Röhrl/Geistdorfer (Audi Sport Quattro) 8 hours 31m 42s.
4. Blomqvist/Cederberg (Audi Sport Quatto) 8 hours 35m 22s.
5. Stewart/Parkhill (Audi Quattro) 9 hours 29m 04s.
6. Cook/Jones (Nissan 240 RS) 9 hours 46m 53s.
7. Tulloch/Cowan (Ford Escort) 9 hours 49m 08s.
8. Bourne/Eggleton (Subaru Leone RX Turbo) 9 hours 52m 01s (1st Group A).
9. Donald/Lancaster (Nissan 240 RS) 10 hours 01m 35s.
10. Teesdale/Haldane (Subaru Leone RX Turbo) 10 hours 01m 54s.
11. Montgomery/Garnett (Mazda RX7) 10 hours 02m 44s.
12. Kirkland/Doughty (Subaru Leone RX Turbo) 10 hours 03m 35s.
13. Tundo/Halls (Subaru Leone RX Turbo) 10 hours 26m 36s.
14. Ray/Price (Toyota Corolla GT) 10 hours 31m 08s.
15. Rabbidge/Fletcher (Nissan Bluebird Turbo) 10 hours 33m 09s.
16. Wilson/Vallely (Toyota Starlet) 10 hours 35m 15s.
17. Depina/Atken (Daihatsu Charade) 10 hours 43m 13s.
18. Stokes/Kerr (Ford Escort RS) 10 hours 47m 10s.
19. Ornstien/Glynn (Subaru Leone RX) 11 hours 04m 41s.
20. Muldoon/Limbrick (Toyota Corolla 1600) 11 hours 06m 35s.

FEATURES

Cars:
First official entry for the Subaru Justy 4WD 998cc.
First entry (outside Europe) of the Lada 2105 Sport Gp B.
Drivers:
Mike Kirkland official Subaru driver for first time.

SUCCESSIVE LEADERS

SS 1: **Salonen.**
SS 2: **Blomqvist.**
SS 3 - SS 16: **Röhrl.**
SS 17: **Salonen.**
SS 18: **Röhrl.**
SS 19 - SS 48 (finish): **Salonen.**

MAIN RETIREMENTS

Vittuli/Nixon (Subaru Leone RX Turbo) SS 5: Fuel pipe.
Barns/Jones (Renault 5 Turbo) SS 4: Head gasket.
Rublev/Gogunov (Lada 2105 Sport) SS 5: Accident.
Waldegaard/Lizin (Toyota Celica Twin Cam Turbo) SS 13: Voluntary retirement after heavy time loss after gearbox problems.
Brundza/Dadvani (Lada 2105 Sport) SS 21: Rear axle.
Mehta/Mehta (Nissan 240 RS) SS 25: Voluntary retirement after heavy time loss after electrical problems.
Allport/Freeth (Mazda RX7) SS 34: Accident.
Adams/Scott (Toyota Corolla) SS 37: Engine.
Kankkunen/Gallagher (Toyota Celica Twin Cam Turbo) SS 40: Electrical problems.
Eyre/McFarlane (Mazda RX7) SS 42: Rear axle.

PAST RESULTS

(Last ten years)
1975: Marshall/McWatt (Ford Escort RS 1800).
1976: Cowan/Scott (Hillman Avenger).
1977: Bachelli/Rossetti (Fiat 131 Abarth).
1978: Brookes/Porter (Ford Escort RS 1800).
1979: Mikkola/Hertz (Ford Escort RS 1800).
1980: Salonen/Harjanne (Datsun 160J).
1981: Donald/Lancaster (Ford Escort RS 1800).
1982: Waldegaard/Thorszelius (Toyota Celica).
1983: Röhrl/Geistdorfer (Lancia Rally).
1984: Blomqvist/Cederberg (Audi Quattro).

FOR THE RECORD

First one-two for the Peugeot 205 Turbo 16.

WORLD RALLY CHAMPIONSHIP (Makes)

(Results after the seventh of eleven rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis and New Zealand).

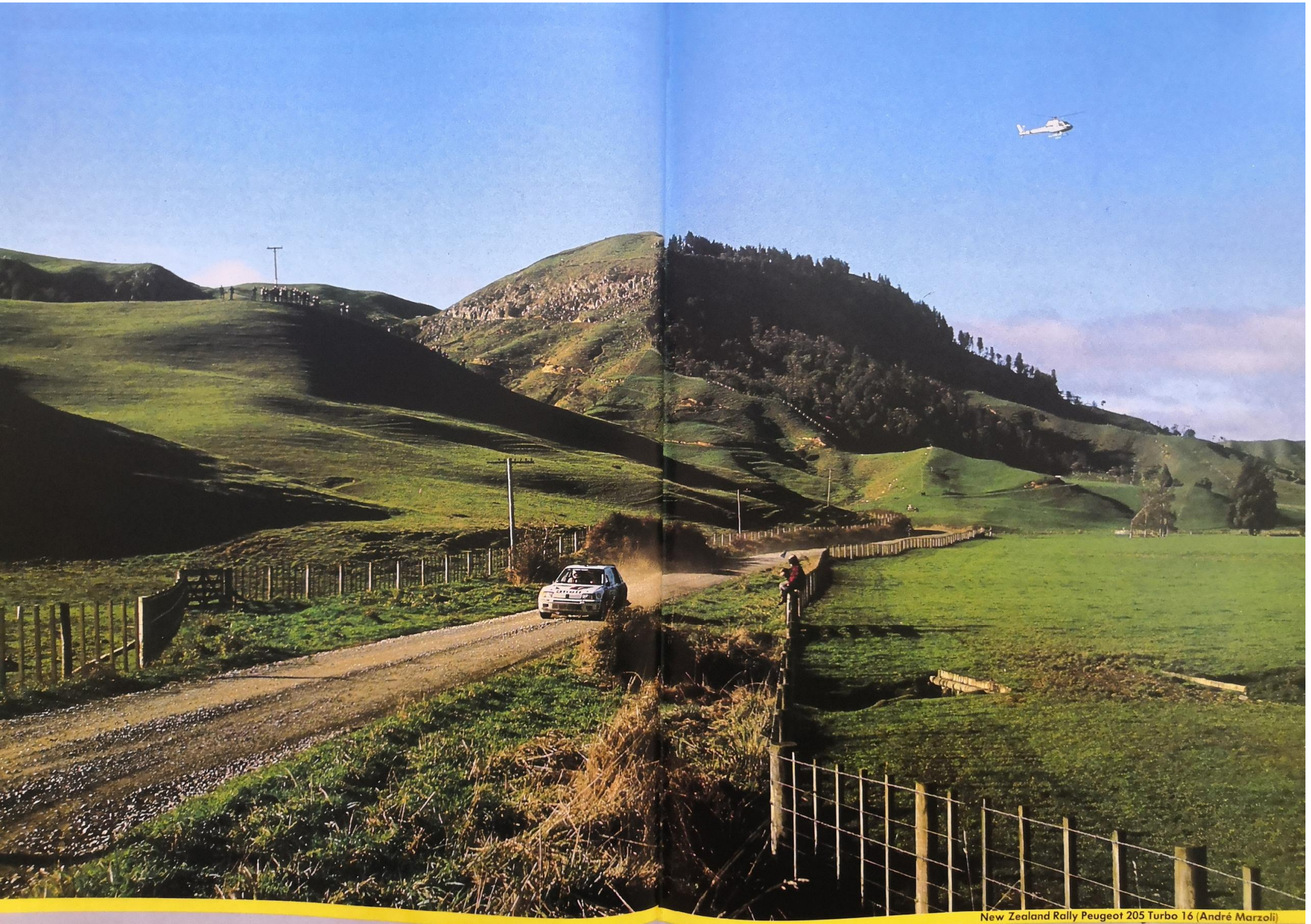
Peugeot	18	+	18	+	18	+	6	+	16	+	18	+	18	=	112
Audi	16	+	16	+	14	+	—	+	—	+	16	+	14	=	76
Nissan	—	+	—	+	4	+	14	+	—	+	12	+	8	=	38
Toyota	—	+	—	+	10	+	18	+	—	+	—	+	—	=	28
Lancia	8	+	—	+	16	+	—	+	—	+	—	+	—	=	24
Renault	6	+	—	+	—	+	—	+	18	+	—	+	—	=	24
Porsche	—	+	—	+	—	+	—	+	14	+	10	+	—	=	24
Mazda	—	+	6	+	—	+	—	+	—	+	14	+	—	=	20
Subaru	—	+	—	+	—	+	9	+	—	+	—	+	11	=	20
Opel	—	+	4	+	—	+	12	+	—	+	—	+	—	=	16
Alfa Romeo	—	+	—	+	—	+	—	+	14	+	—	+	—	=	14
Ford	—	+	—	+	8	+	—	+	—	+	—	+	6	=	14
VW	—	+	—	+	—	+	—	+	—	+	10	+	—	=	10
BMW	—	+	—	+	—	+	—	+	9	+	—	+	—	=	9
Talbot	—	+	—	+	—	+	—	+	8	+	—	+	—	=	8
Citröen	4	+	—	+	—	+	—	+	—	+	—	+	—	=	4

WORLD RALLY CHAMPIONSHIP (Drivers)

(Results after the seventh of eleven rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis and New Zealand).

Salonen	12	+	12	+	20	+	4	+	—	+	20	+	20	=	88
Blomqvist	10	+	15	+	10	+	—	+	—	+	15	+	10	=	60
Vatanen	20	+	20	+	—	+	—	+	—	+	—	+	15	=	55
Röhrl	15	+	—	+	12	+	—	+	—	+	—	+	12	=	39
Saby	8	+	—	+	—	+	—	+	15	+	—	+	—	=	23
Kankkunen	—	+	—	+	—	+	20	+	—	+	—	+	—	=	20
Ragnotti	—	+	—	+	—	+	—	+	20	+	—	+	—	=	20
Biasion	2	+	—	+	15	+	—	+	—	+	—	+	—	=	17
Kirkland	—	+	—	+	—	+	12	+	—	+	4	+	—	=	16
Waldegaard	—	+	—	+	—	+	15	+	—	+	—	+	—	=	15
Carlson	—	+	3	+	—	+	—	+	—	+	12	+	—	=	15

12. Bernard Béguin (F) 12 - 13. Hannu Mikkola (SF), Rauno Aaltonen (SF), Billy Coleman (EIR) and Shekhar Mehta (EAK) 10 - 17. Per Eklund (S), Werner Grissmann (A), Erwin Weber (D), Yves Loubet (F), Saeed Al Hajri (Q) and Malcolm Stewart (NZ) 8 - 23. Henri Toivonen (SF), Gunnar Pettersson (S), José Miguel (P), Alain Ambrosino (CI), Bertrand Balas (F), Achim Warmbold (D) et Reg Cook (NZ) 6 - 30. Dany Snobeck (F), Mikael Ericsson (S), Carlos Bica (P), Jean-Paul Bouquet (F) and Inky Tulloch (NZ) 4 - 35. Jean-Claude Andruet (F), Santinho Mendes (P), Yasuhiro Iwase (EAK), Camille Bartoli (F), George Moschous (Gr) and Possum Bourne (NZ) 3 - 41. Mats Johnsson (S), Jorge Ortigao (P), Ashok Patel (EAK), Jean Jacques Paoletti (F), Franz Wittmann (A) and Jim Donald (NZ) 2 - 47. Maurice Chomat (F), Kenneth Eriksson (S), Pedro Leite Faria (P), Carlo Vittuli (EAK), Patrick Bernardini (F) and Tony Teesdale (NZ) 1.



New Zealand Rally Peugeot 205 Turbo 16 (André Marzoli)

UNDER THE CONTINUOUS PROTECTION OF THE AEROSPATIALE HELICOPTER THE 205 T 16 MADE IT A GREAT 1-2 FOR PEUGEOT

New Zealand Rally Röhrl/Geistdorfer Audi Sport Quattro (André Marzoli)

TRY AS HE MIGHT, GERMANY'S WALTER ROHRL (AUDI) WAS POWERLESS TO STOP THE PEUGEOTS

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BY Ferrari Formula

GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

by Zoe Trumper Photos Pro One

PLACE YOUR BETS

Munich, Stockholm, Chatanooga, Sacramento, Spalding, Vidoli, Mostert, Thibodaux. Four races. Four different winners. With a third of the season gone, the World Championship is still wide open, and it's Take Your Pick amongst the current top three, lead by Spalding 16 points, Vidoli 15 points and Thibodaux 14 points.

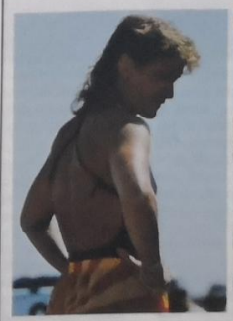
At the start of the Champion Spark Plug F1 series, the first without all time favourite Renato Molinari, all bets were on Van der Velden and Woods. How wrong they were. With another nine races to go there is still no clearly dominant team, driver or boat. It's still anybody's Championship. In Sacramento, Gene Thibodaux clearly dominated the field for the first American win this year in front of 75,000 of his fellow citizens, but it was a tough race. Thibodaux stayed in front of a scene of carnage and chaos in the wake of his win. The course put men and machines to the ultimate test, even for veterans favourites. Montreal, Minneapolis and Pittsburgh and the European Grand Prix circuit will undoubtedly be the scene of spectacular battles to come.

But where does the Championship stand? A racing formula exists. The will to relaunch the Championship on the basis of safety and professionalism throughout the racing organisation and at all levels was the only solution. Early results of this concern for safety have already reaped satisfying results (see article).

Professionalism has also become a reference point since Munich. Pro One the organisation which manages F1 powerboat racing, has set the standards high, providing the guarantees which sponsors seek in such events. This approach has attracted television which is now present at each race event. The teams, too, have responded to the challenge, and the quality of participation has resulted in superior events — the key to a growing following of interested spectators.

Y.A.

Hot summer in California



HOT AND KOOL IN CHOO CHOO CITY

THE NETHERLANDS DRIVER ARTHUR MOSTERT TOOK ADVANTAGE OF A CRASH THAT WIPED OUT THE TWO FRONT-RUNNERS TO TAKE CONTROL AFTER THE RACE WAS RESTARTED, AND WENT ON TO WIN THE THIRD CHATTANOOGA FORMULA ONE POWERBOAT GRAND PRIX ON THE TENNESSEE RIVER.

The wiry Arthur Mostert jumped out of his cockpit and rushed at his team partner in delight, pulling them both headlong into the cooling water of the Tennessee river! The Dutchman had earned his first Grand Prix victory at this third round in the $780,000 Champion Spark Plug World Series, and François Salabert turned it into a double triumph for the Kool/Benson and Hedges Team, finishing the fifty lap race some two and a half seconds behind his team-mate in second place.

The largest prize purse powerboat racing has ever offered guaranteed the most talented field of Formula One competitors yet seen in America for this first of five races in the States: eighteen of the world's most skilled powerboat competitors entered the Grand Prix on this tight and demanding course in Tennessee.

"It's the kind of course you can't relax on for a moment," pointed out Mostert after an initial practice session, where he had already pushed his state-of-the-art Johnson powered catamaran to a scorching 199 mph average... *"1.4 miles is very short and the bridge at one end tends to lift the boat off the water — and that's a hairy feeling!"*

But Mostert's confidence with his safety capsule-equipped Velden boat and his own unique and neck-jarring turning technique earned him practice times equalled by no-one. Until, that is, the two boats of rivals Barry Woods and Ben Robertson were craned onto the water. Even in their warm-up laps, the two Americans began to knock whole seconds off the previous best times — it looked as if the weekend's challenge was beginning to take shape!

Both English teams were having a less spectacular start to this event that would pay out $14,500 to the winner. The Bullen Team were still putting the final touches to the extensive repairs that had occupied them in the week since all equipment had been shipped over from Europe. The transport container holding the two boats of Mark Rotharmel and Andy Bullen had collapsed *en route*, dropping the Canadian's boat onto that of Bullen and causing considerable damage to the cowlings and deck.

"It would have been worth all the work," sighed young Bullen after some disappointing lap times, *"if we were getting results. But with 14th and 15th on the grid so far, we're doing something wrong somewhere!"*. A driver who achieved regular fourth places last year, Bullen was justified in feeling disappointed with his performance.

Meanwhile, the Percival Hodges Team were using all the practice time available to them. They clearly felt the way back to the front line, after Bob Spalding's superb victory in Munich, lay with propellers, the equivalent to tyres in motor racing.

"Spalding and Wik (his Swedish team partner) have tried six props each," said their team manager Chris Hodges, *"and we have only found one that has any potential at all."* What they were looking for on this short course was superior acceleration for a good start, and a quick wind-up to top revs out of the turn-buoys.

The best the team could do this time in official practice was a 39.83 second lap for Wik and a 40.38 for Spalding, taking fifth and seventh slots on the line-up for the twenty-lap sprint event which would decide start positions for the Grand Prix itself. Nobody could match Barry Woods with his knife-edge style that always serves him so well in time trials. The American logged a 37.69 second lap for the pole position at a breath-taking 124.3 mph.

"Yeah, thanks," said the successful businessman in response to congratulations, *"but this is the fourth out of five consecutive races I've got the pole, and I haven't won any of them!"*

It was a trend the Nordica driver clearly intended to reverse. As the green light lit up on the judge's boat, the lightweight catamaran shot away from the pontoon in a burst of spray, rapidly pulling away from the seventeen other boats and establishing an invincible lead with his 'force it to the limit' style of driving.

Meanwhile, the battles behind the leading boat were close and fierce. American N.A.I.U. team partners Ben Robertson and Gene Thibodaux were tussling for second place and another duelling pair, Enrico Vidoli and Arthur Mostert were hot on their heels as they flew into the sixth lap.

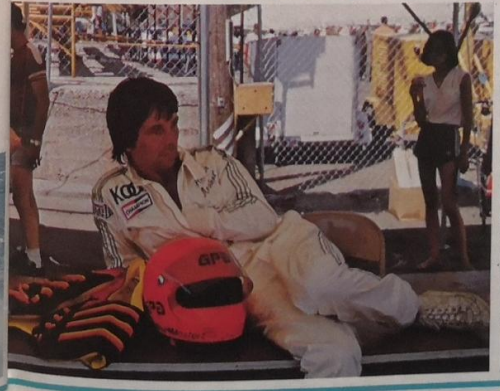
But the pace was too hot for the Italian Nordica driver Vidoli. As the young daredevil, winner of the Stockholm Grand Prix, threw his Molinari catamaran into the top turn, he lost control and nose-dived, smashing the front cowling but otherwise inflicting no damage besides that to his pride. *"Tutto OK! Tutto OK!"* he jabbered his only words of 'English', grinning ruefully as he emerged, dripping, from the rescue boat.

The intense Woods was continuing to drive like the devil posessed, lapping the five back markers, and approached the top turn with Canadian Mark Rotharmel, also a lap behind and struggling to control his jumpy Burgess hull. Rescue boats were still trying to pull Vidoli's boat out of harm's way, Rotharmel went round the outside of the confusion but left less room than Woods had expected, the American turned too close to the outside Nashua Evinrude powered craft, was pushed over by the wake and slammed into the side of the rescue boat.

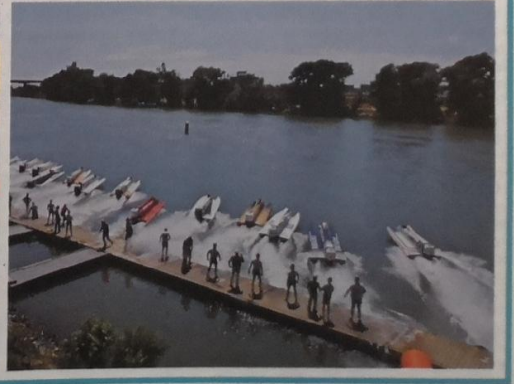
Miraculously, Woods bounced off unharmed and continued without losing

Ready for the start and the dash to the first buoy

Chattanooga winner Arthur Mostert



Well, Mr Woods, should be your turn soon...



Kicco Vidoli incognito

position to the chequered flag. But race organisers were outraged that the race leader could have miscalculated so totally, and issued the offender with a yellow card, his first warning in a system used to allow three warnings before being taken off the water for four Grands Prix. An equally furious Woods insisted he had had no choice. *"Rotharmel was far too close and left me no room. I couldn't have gone outside him — it was too late!"*

Despite the penalty, Woods was allowed to keep optimum position on the grid for Sunday's race, with his rival Ben Robertson in second, François Salabert in third and Mostert, Spalding, Thibodaux and Wik in line behind him.

By the time the eighteen boats had lined up for the weekend's main event, a massive crowd of 150,000 people were lining the banks and bridges in the 100 degree heat to watch the race. And an enormous cheer rose into the air as two American boats shot into the lead, Robertson in the clear water as the pack screamed back into view after the first lap, a high-flying Woods already closing the gap between the two power machines. Behind these two came the tightly bunched group of Thibodaux, Salabert, Mostert, Spalding and Wik within yards of each other as they screamed down the straights at over 140 mph.

But spectators' attention was gripped by Wood's challenge for the lead. There was no doubt he had speed on the younger driver, and it was only a matter of time before he would find an opportunity to edge past. But even as they rushed, almost parallel, into that same top turn on the 14th lap, Woods was too impatient, lost control and hooked, driving straight into the side of Robertson's boat and tore out the entire side of the wooden craft.

"Hell, I was just taking those turns easy," said the normally calm and easygoing Robertson, now trembling with anger and disappointment as he looked at the wreck he had coaxed back to sink by the pits. *"The first thing I knew was when I felt the impact of his boat against mine and I saw Woods fly past me in the air. But there was absolutely no reason for him to drive like that — the guy's crazy!"*

Unfortunately for Woods, race organisers agreed. On his return from hospital where he received stitches for cuts on his chin and neck he learned a second yellow card had been issued.

Meanwhile, however, the race had been started, 34 laps still to be completed. The jubilant duo of Mostert and Salabert were in prime starting positions, having defended third and fourth prior to the Americans' crash. And no-one could touch these popular competitors, the two Kool Johnson powered boats drawing away even as the roar of the start was still ringing in the spectators' ears. Ten laps later, the Frenchman gave way to his team-mate's clearly superior speed to hold a steady distance ahead of third placed rookie Wik.

But this time it was Wik's experienced partner Bob Spalding who was running a hard race, in an attempt to make up for a bad start. The 1980 World Champion pulled himself through the ranks from 7th place into position behind his team-mate with twenty laps still to go to the chequered flag, and just three laps later, the Hodges boat driver crouched at the wheel, swept past the Swede and into a final third position, enough to claim the lead in the points table, one point ahead of Italian Vidoli who failed to score on the Tennessee river.

There was no doubt it had been the Europeans' weekend. But with two weeks now to the Sacramento Grand Prix, each team had their own plans for intensive test programmes — and they included some radical changes! ■

CHATTANOOGA GRAND PRIX TIME TRIALS

	TIME (secs)	SPEED (mph)
1. Barry Woods (USA)	37.69	124.30
2. Arthur Mostert (NL)	38.35	122.16
3. Gene Thibodaux (USA)	39.23	119.42
4. Ben Robertson (USA)	39.66	118.13
5. Bertil Wik (S)	39.83	117.62
6. Enrico Vidoli (I)	39.95	117.27
7. Bob Spalding (GB)	40.38	116.02
8. Rick Frost (GB)	40.43	115.88
9. Art Kennedy (USA)	40.60	115.39
10. François Salabert (F)	41.66	112.46
11. Johnnie Sanders (USA)	42.52	110.18
12. Fred Steinberg (SA)	42.61	109.95
13. Peter Lindenberg (SA)	42.90	109.21
14. Mark Rotharmel (CAN)	43.58	107.50
15. Andy Bullen (GB)	43.93	106.65
16. Randy Pierson (USA)	45.78	102.34
17. Mark Croslyn (USA)	46.28	101.23
18. Cees Van der Velden (NL)	47.17	99.32

TWENTY LAP SPRINT RACE RESULTS

1. Barry Woods
2. Ben Robertson
3. François Salabert
4. Arthur Mostert
5. Bob Spalding
6. Gene Thibodaux
7. Bertil Wik
8. Fred Steinberg
9. Andy Bullen
10. Johnnie Sanders
11. Cees van der Velden
12. Art Kennedy
13. Randy Pierson
14. Mark Croslyn

CHATTANOOGA GRAND PRIX RESULTS

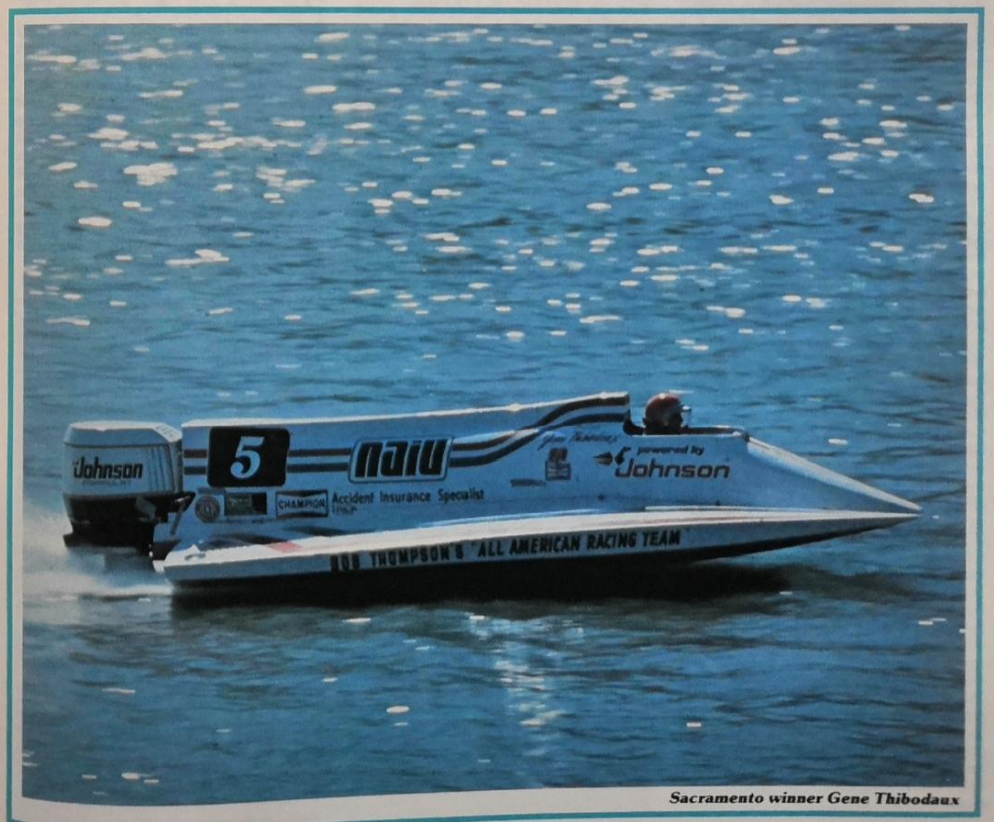
1. Arthur Mostert (NL) (Benson & Hedges/Kool/ Velden/Johnson)	**9 pts**
2. François Salabert (F) (Benson & Hedges/Kool/ Velden/Johnson)	6 pts
3. Bob Spalding (GB) (Percival Hodges/ Hodges/Evinrude)	4 pts
4. Bertil Wik (S) (Percival Hodges/ Hodges/Evinrude)	3 pts
5. Cees van der Velden (NL) (Benson & Hedges/Kool/ Velden/Johnson)	2 pts
6. Andy Bullen (GB) (Nashua/Burgess/Johnson)	1 pt.

CHAMPION SPARK PLUG GRAND PRIX WORLD SERIES (position after three rounds)

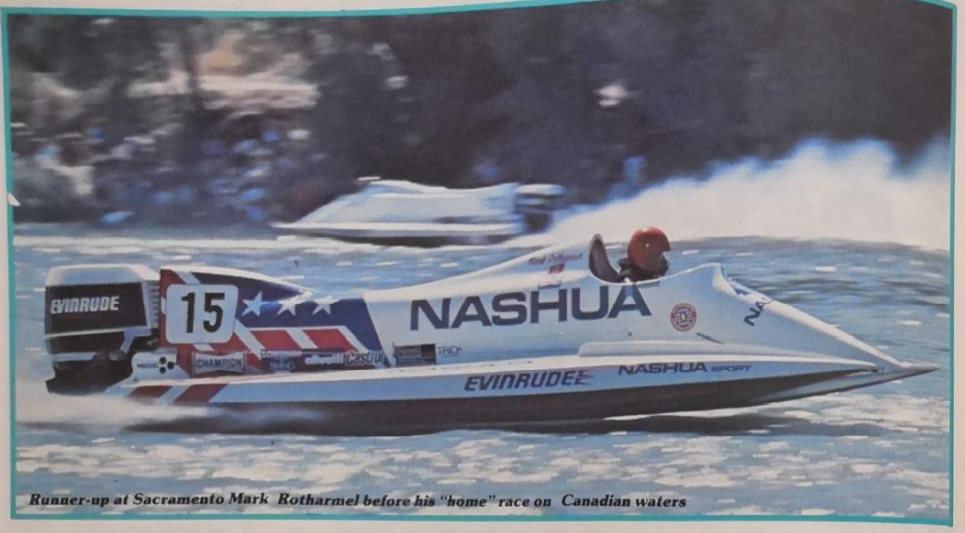
1. Bob Spalding (GB) (Percival Hodges/ Hodges/Evinrude)	**16 pts**
2. Enrico Vidoli (I) (Nordica/Molinari/Evinrude)	15 pts
3. François Salabert (F) (Benson & Hedges/Kool/ Velden/Johnson)	12 pts
4. Arthur Mostert (NL) (Benson & Hedges/Kool/ Velden/Johnson)	9 pts
5. Bertil Wik (S) (Percival Hodges/ Hodges/Evinrude)	7 pts
6. Gene Thibodaux (USA) (N.A.I.U./Molinari/Johnson)	5 pts
7. Rick Frost (GB) (Denim/Velden/Johnson)	3 pts
Andy Bullen (GB) (Nashua/Burgess/Johnson)	3 pts
9. Cees van der Velden (NL) (Benson & Hedges/Kool/ Velden/Johnson)	2 pts
Ben Robertson (USA) (N.A.I.U./Molinari/Johnson)	2 pts
11. Mark Rotharmel (CAN) (Nashua/Bullen/Evinrude)	1 pt

AMERICA'S REVENGE

GENE THIBODAUX BECAME THE FORMULA ONE POWERBOAT SEASON'S FOURTH WINNER IN AS MANY GRANDS PRIX AT THE SACRAMENTO GRAND PRIX ON JULY 7, THROWING OPEN THE ALREADY HIGHLY COMPETITIVE WORLD SERIES, AND MOVING THREE OF THE HIGH-SPEED PILOTS TO WITHIN FOUR POINTS OF THE CURRENT LEADER, BOB SPALDING.



Sacramento winner Gene Thibodaux



Runner-up at Sacramento Mark Rotharmel before his "home" race on Canadian waters

If Chattanooga was the Europeans' weekend the Sacramento Grand Prix was certainly the place the Americans extracted their revenge, claiming five of the six top placings. But what this Californian race course will always be remembered for is the conclusive proof that the new safety cockpits used in eight of these Formula One single seater racing machines really are the answer to improved safety in the otherwise fragile craft, capable of speeds well over 140 mph.

"I don't know, I just don't remember anything!" insisted Arthur Mostert, winner of the Chattanooga Grand Prix, just five minutes after emerging from an accident that would have severely injured him last year. *"But looking at the boat,"* the Dutchman continued, surveying the wreckage, *"I can only be grateful that I was strapped in!"*

The Benson and Hedges/Kool driver had been caught out by rollers at the top turn-buoy during practice, the boat lifted into the air and corkscrewed, and turned two complete 360 degree twists before landing back on the water, right side up. Had he not been strapped in to the protective structure, Mostert's injuries would undoubtedly have been extensive. As it was, a sore neck was his worst complaint and he, though unfortunately not the boat, was ready to race the next day.

That was enough to quieten the sceptics. Peter Lindenberg in time trials and Bob Spalding during the twenty lap preliminary race both got caught out on the same spot of this tricky course, and executed exactly the same maneouvre. They both walked away from their cockpits without a scratch, confirming still further that this exciting development programme, completed during the winter of '84/85 had provided the means to prevent injury of high speed accidents.

Unfortunately, the final point to convince the few remaining doubters put a man in hospital.

Jimbo McConnell had been itching to get back in a boat ever since an accident damaged his shoulder a year and a half previously, and forced him into a long recuperation period. *"The doctors have given me the go-ahead,"* grinned the American, *"and it's about time!"*

McConnell was running an old-style catamaran without a capsule. And the likeable driver was certainly competitive, claiming third place on the starting grid, and was lying in seventh place during the twenty lap sprint race when the back of the boat caught a wave and tipped the nose into the water, at a horrifying 120 mph. The wooden boat exploded around the driver and he suffered injuries to his throat, shoulder and foot.

Meanwhile, however, race preparation continued for the remaining fifteen competitors in sweltering conditions, the temperature rising to 105 degrees during the afternoon on both Saturday and Sunday without a breath of wind to cool the hot tarmac of the pits.

But the mechanics worked on, as the last opportunities to test came and went. Despite the intensive testing most teams had completed during the two weeks since the Chattanooga Grand Prix, speeds had not significantly increased. The extreme heat was taking its toll of the two-strokes outboards, Johnson and Evinrude and set-ups had to be adjusted to cope with the choppy end of the course that had already eliminated two boats.

"I must have done the equivalent of two and a half races in two days!" calculated current leader in the Championship, Bob Spalding, whose boat was repaired in time for the fifty lap Grand Prix, *"and I'm not sure that it has done us a lot of good, except in what we have learned of some new propellers."*

But one driver was particularly happy with a new set-up. *"With this new boat, the work we have done on the Johnson motor and some general preparation,"* Gene Thibodaux said *"I feel confident that we've got potential for the first time this year."* The Texan, now based in Florida, had switched from an Italian Molinari craft to an English Burgess but was now in a Dutch Velden, and his switch over began to pay off immediately, the N.A.I.U. team driver logging some of the fastest practice times on Saturday morning.

His team partner was not so pleased. *"We've got to find more speed if I'm ever going to beat (Barry) Woods,"* exclaimed Ben Robertson, peering into the 'brain box' of the computerised fuel injection unit. *"I need at least another 500 revs."*

Robertson was not overestimating the man he knew would be the one to beat. Woods missed pole position by a mere 0.07 seconds, behind Thibodaux who was driving as if he already knew it was going to be his weekend. The Texan recorded an average speed of 121.76 mph, not a hint of hesitation as he balanced the craft on a tiny fraction of the hull surface and skimmed over the course at full speed, maintaining control with the lightest touch of the trim buttons.

But the battle in the opening stretches of the preliminary twenty lap heat did not include any of the top three on the grid. French daredevil driver François Salabert screamed into the lead, scorching a trail too hot for anyone to attempt to compete with. The Frenchman with the nerves of steel was throwing his boat at the turns and flying as high as he dare, to open up the distance between his Kool Johnson powered boat and second placed Bob Spalding. He allowed the Englishman almost alongside him in the treacherous turn on the tenth lap but Spalding was caught out by the rollers on the course and barrelrolled. Despite the clear water behind him, Salabert was only allowed one more lap before grinding to a halt himself with a couple of burned out pistons.

Bertil Wik moved to the head of the pack, but the ambitious young Swede only had a couple of laps to savour the feeling before McConnell nose-dived on the course, and the race was stopped. This time Thibodaux, who had been well down the line in fifth place, took advantage of the re-start, once the debris had been cleared, to nip past Wik into the lead, leaving the pack to settle into position behind him for the remaining six uneventful laps. Wik followed the N.A.I.U. boat across the line, ahead of Robertson, Nordica team partner Vidoli and Woods, and Arthur Mostert who had taken over the boat of his team manager Cees van der Velden.

A depleted field of thirteen boats made it to the start line of the Grand Prix itself, and with apalling rapidity, competitors started dropping like flies from the field. Barry Woods was the first victim, a broken c.f.i. unit forcing him into the pits after the first lap. The lean Italian Vidoli ground to a halt even as he was challenging Bertil Wik for second place behind the untouchable Thibodaux. And two laps later Arthur Mostert idled into the centre of the course with a very sick motor.

By this time the leading boats were strengthening their positions, but behind Thibodaux, Wik, Salabert and Robertson came a charging pack of three boats: Frost's Denim Velden, Spalding's Hodges Evinrude and Art Kennedy's Molinari Evinrude all roaring down the course within yards of each other. The trio continued to dice until Frost disappeared from the course, and the remaining boats in the pack all moved up a two further places with the simultaneous breakdowns of Salabert and Wik.

It hardly seemed possible — just seven of the field were still running, and when Bob Spalding's electrics shorted with half the 50 laps still to be completed the incredible possibility of no finishers was becoming more realistic by the lap!

Suddenly, however, to the consternation of the crowds, flames began flickering under Spalding's engine cowling whilst the driver sat in oblivion in his cockpit waiting to be towed off the course. Eventually, the red flags were out and Spalding was alerted by the frantic screams from on-shore, as the fire began creeping towards the fuel tank. The driver scrambled from his cockpit and was whisked off by a rescue boat, further damage to the boat was prevented with the quick use of some fire extinguishers.

Despite losing a 32 second lead, Gene Thibodaux was not concerned about the re-start. *"We could not do anything about it,"* pointed out the NAIU team driver, *"and, in fact, that 20 minutes on the deck gave me a chance to talk to Bob Thompson (NAIU's team manager) and learn which of the boats behind me were most likely to give me any trouble."*

None did. Velden's Johnson rig held second place Mark Rotharmel at bay with little effort, and after Robertson withdrew with a blown motor, the 6 boats in competition, plus Woods who had gone out on the course despite having no chance to complete the required 4/5ths maintained their positions; Thibodaux, Rotharmel, Kennedy, Steinberg, Sanders and Sol Mercury powered Rick Adams across the line.

It is many years since 4 different drivers have won the season's first 4 events, it bodes well for an extremely close challenge through the remaining 9 Grands Prix still to be completed. ■

The Fred Steinberg/Johnnie Sanders showdown in front of a 75,000 strong crowd

SACRAMENTO GRAND PRIX TIME TRIALS

	TIME (secs)	SPEED (mph)
1. Gene Thibodaux (USA)	41.13	121.76
2. Barry Woods (USA)	41.20	121.55
3. Jimbo McConnell (USA)	41.65	120.24
4. François Salabert (F)	41.72	120.04
5. Bob Spalding (GB)	41.82	119.75
6. Bertil Wik (S)	42.05	119.10
7. Kicco Vidoli (I)	42.54	117.72
8. Ben Robertson (USA)	42.64	117.45
9. Andy Bullen (GB)	43.80	114.34
10. Mark Rotharmel (CAN)	44.47	112.62
11. Fred Steinberg (SA)	45.66	109.68
12. Art Kennedy (USA)	46.24	108.30
13. Johnnie Sanders (USA)	48.65	102.94
15. Rick Adams (USA)	49.99	100.18

TWENTY LAP SPRINT RACE RESULTS

1. Gene Thibodaux	7. Mark Rotharmel
2. Bertil Wik	8. Fred Steinberg
3. Kicco Vidoli	9. Johnnie Sanders
4. Barry Woods	10. Ben Robertson
5. Arthur Mostert	11. Andy Bullen
6. Art Kennedy	12. Rick Adams

SACRAMENTO GRAND PRIX RESULTS

1. Gene Thibodaux (USA) (N.A.I.U./Velden/Johnson)	9 pts
2. Mark Rotharmel (CAN) (Nashua/Burgess/Evinrude)	6 pts
3. Art Kennedy (USA) (Concrete Coring/ Molinari/Evinrude)	4 pts
4. Fred Steinberg (SA) (United Pools/Velden/Johnson)	3 pts
5. Johnnie Sanders (USA) (N.A.I.U./Burgess/Johnson)	2 pts
6. Rick Adams (USA) (Seebold/Mercury)	1 pt

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2. Enrico Vidoli (I) (Nordica/Molinari/Evinrude)	15 pts
3. Gene Thibodaux (USA) (N.A.I.U./Velden/Johnson)	14 pts
4. François Salabert (F) (Benson & Hedges/Kool/ Velden/Johnson)	12 pts
5. Arthur Mostert (NL) (Benson & Hedges/Kool/ Velden/Johnson)	9 pts
6. Bertil Wik (S) (Percival Hodges/ Hodges/Evinrude)	7 pts
Mark Rotharmel (CAN) (Nashua/Burgess/Evinrude)	7 pts
8. Art Kennedy (USA) (Concrete Coring/ Molinari/Evinrude)	4 pts
9. Rick Frost (GB) (Denim/Velden/Johnson)	3 pts
Fred Steinberg (SA) (United Pools/Velden/Johnson)	3 pts
Andy Bullen (GB) (Nashua/Burgess/Johnson)	3 pts
12. Cees van der Velden (NL) (Benson & Hedges/Kool/ Velden/Johnson)	2 pts
Ben Robertson (USA) (N.A.I.U./Molinari/Johnson)	2 pts
Johnnie Sanders (USA) (N.A.I.U./Burgess/Johnson)	2 pts
15. Rick Adams (USA) (Seebold/Mercury)	1 pt

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OPPOSITE NUMBERS

by Nevin Hickmet

Five Formula One drivers' wives came under fire at the Paul Ricard circuit in July. What is it like sharing the lives of these men whose job includes continuously risking their lives? And, what's it like with a F1 driver sitting in the passenger seat? GPI spoke to Rita Cheever, Dominique Alliot, Patricia Boutsen, Elizabeth Brundle and Jonathan Palmer's girl friend Gill Woodruff.

Patricia Boutsen

Rita Cheever

Dominique Alliot

Those women who GPI spoke to at the French GP have necessarily made the choice to make their husband's lives their own. A choice which in fact wasn't made at a precise moment in their lives, but rather evolved with time. It's interesting to note that curiously they all met their respective hubbies before they became involved with F1. Patricia Boutsen, for example says, *"I met Thierry when I was 15 and Thierry was still at school. He hadn't started racing then."* 31-year old Dominique Alliot met husband Philippe twelve years ago when they were both at school in France studying for their baccalaureat, *"We've been married for four years now, and have a one-year old daughter called Philippine."* Gill Woodruff (age 27) met Jonathan Palmer in 1981 during his F3 days when he was still a medical student. Elizabeth Brundle met her future husband *"at college actually. We were both doing the same course. He was only 16 and was racing hot rod cars at the time."* Eddie Cheever's wife, holds the record. The slim blonde Italian met Eddie when she was only 13 at a party given by Elio de Angelis twelve years ago. They have been married for five and a half years now.

The pressures on the drivers are enormous, but has F1 in any way changed their lives together? Strangely enough, in light of the fact that the ladies were already used to being with a racing driver before they made their entry into motor racing's topmost rank, it hasn't. Patricia Boutsen represents the five women's feelings when she says, *"F1 hasn't changed anything in particular for us. Thierry's contract stipulates that he musn't do any "dangerous" sports, but he's the one who ultimately decides whether a sport is dangerous or not."* One might be forgiven for thinking that F1 drivers are superstitious or have lucky mascots. They are in fact a realistic down-to-earth bunch who don't believe in supernatural help. Dominique Alliot did admit that, *"If Philippe puts in a good time during timed practice, he may keep the same socks on the next day!"* Patricia Boutsen's Thierry *"is not superstitious. The mechanics are, though. They stick a little mascot onto the steering wheel of his race car."*

As F1 drivers have been into competitive racing for a number of years they do not worry unduely the night before a race. Sleep comes naturally to some of our women's drivers whilst others may enduce it. *"Some say you shouldn't drink before a race,"* 27-year old Elizabeth said. *"Martin might have a small glass of wine. He feels it helps him relax. And of course, we make sure we have an early night. In fact he's more relaxed now that he's in F1 than he ever was before."* Eddie Cheever's wife Rita told us that *"Eddie likes to be completely alone. I stay nearby and if he wants me, he calls me. If he doesn't, I stay out,"* said with a delightful Italian accent, charming these Italian women...

If you have made the decision to give up your life to the F1 circuits it would seem obvious that a keen interest should be taken in what goes on. Out of the five women we spoke to, only Gill Woodruff does not go to all the GPs Jonathan competes in as she still works as a nurse. *"I keep in the background and out of the limelight. I just make sure I'm there when Jonathan needs me."* Patricia and Elizabeth take a more active interest. Both note down their respective husband's times and keep them informed on the other drivers' progress and lap times. *"Ken Tyrrell encourages me to come with Martin,"* said Elizabeth as she sat on the pit wall. *"There are so many little things wives can do, like running errands — and just being there! I have my own stop watch and I check on the times. Time keeping is more interesting than just standing watching the cars go by. And if you know whether they're on full or low tanks you then know if the time's good or bad."*

With so many races on the calendar and so many commitments to sponsors, it's no surprise that the F1 crowd spend little time at home and have to neglect their friends. *"Jonathan was pretty anti-social even when he was a medical student,"* dark haired Gill confessed. *"He was racing cars then and all his friends are linked with racing."* The Cheevers tend to stay at home when they're free. *"When I'm home, I stay at home. I never go out because I like to be with our 9-year old daughter,"* Rita replied hotly. Does she talk about cars with the people she meets? *"Me? No! I don't know a thing about cars!"* Difficult not to believe she's telling the truth!

Cooking for a F1 driver isn't as problematic as could be expected for these five women. Eddie Cheever is coming back to being a vegetarian again whilst Elizabeth confessed, *"Martin and I used to eat very fattening foods. This year we've changed our attitude towards eating. We're more health conscious, but I think health foods have become more important to everyone over the last few years. We now realise just how important a good diet is."*

Now, the question that you've all been waiting for. Who does the driving? What are F1 drivers like to have as passengers? Are they good or bad back seat drivers? GPI asked the wives and was pleasantly surprised in some cases. Philippe Alliot doesn't mind his wife driving at all. *"In fact, he even encourages me to drive faster! And I still get the odd driving lesson!"* Fair-haired Patricia replied spontaneously, *"Thierry hates driving on the road and prefers me to drive. He's a good passenger. He taught me how to drive so he can't really criticise me, can he?"* On the other hand, Britain's Martin Brundle is not a good passenger. *"He's very critical! Last year when he broke his leg he had to let me drive. And I must admit I didn't enjoy it too much!"* Nurse Gill Woodruff also admitted *"Jonathan is a dreadful passenger to have!"* Eddie's wife let out a short scream, very Italian, *"Ah! I don't like to drive with him close to me! He's always telling me, get into first, get into second!"*

Life with a man whose passion has become his life, be it motor racing or any other top level sport for that matter, lives his life to the full. The demands of F1 are such that privacy gets little room. Once you have been involved in such an exacting career, both physically and mentally, it's a long and slow process to adjust back to a more regular way of life. That is something that all these women realise, and those are the rules of the game they accept. ■

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POST BAG

SPA PETIT PRIX

I went to Spa on May 31 to watch the Belgium Grand Prix (or should I say Petit Prix?). The cheapest ticket could be bought for FB1,950 (almost £30). A good granstand place (Radillon) cost an extra BF 1,650. So far, so bad. The height of impudence, though, was the price for a parking place : BF 500 ! Parking place, is not the right word. If it rains, these "parking places" turn into gigantic mud-holes and at least five people have to help push your car out when you want to leave. I know this because I used the same "parking place" in 1983 when it did rain. I have been to Spa six times and I will definitely never go there again. I love motor racing, but I am not prepared to pay any price.

Thomas Schmid,
Bergfelderweg, 28a,
5990 Alten/Westf.
West Germany

HOT HEAD

What does Guy Ligier see in Andrea de Cesaris ? Why does everyone say how fast he is ? The only thing he is good at is being a "hot head". He'll never change. I was really disgusted to find he had been responsible for Philippe Alliot's retirement in Montreal. It's not fair that teams can fire guys like René Arnoux and still keep de Cesaris around. I hate to think of what he would have done at Ferrari.

Paul Jalbert Jr
1655 Park Chesnaye,
Sillery,
Quebec,
G1S 4BB

2 + 2 = 4

I have been into bike racing for a long time now and have always followed the great Barry Sheene in his great exploits for years. I now hear he is to perform in Endurance motor racing. Is this true ?

Richard Wright,
Orchards,
65 Church Street,
Hereford,
HR9 9RZ

Absolutely ! Barry has been appointed to drive a Celica Supra with Wittmeur and Delcourt at the Spa 24 Hours on September 1. The ex-motorcycling World Champion knows the circuit all right, so who knows... Prod Ed.

FOXED

What the hell has happened to Niki Lauda this year ? Perhaps winning the World Championship for the third time has gone to his head. He appears to have lost all motivation and now stops in GPs when before he almost certainly would have continued. Will this be the year of his retirement ?

José Pinon,
34, rue de la République,
41130 Selles sur Cher

No 2 POLICY

Concerning François Hesnault's withdrawal form the Brabham team and his replacement by Marc Surer, I would like to say that, once again, Bernie Ecclestone has made a bad error in his No 2 driver policy. Like last year's car, the BT54 is hard to drive and Messrs Teo Fabi, brother Corrado and Manfred Winkelhock suffered from that last year. But, as time went by Teo got used to it and put in some worthwhile performances. I feel that by the French GP, François would have begun to show the talent he displayed in the uncompetitive JS23.

Olivier Bath,
"Rosefield",
13 Gardenside Ave,
Uddingston,
Glasgow

BLACK SHEEP

It is sad to see the current condition of F3000, a formula that promised so much. Did anyone notice that the BBC, despite having their cameras at Spa, didn't bother showing the meeting there? I phoned "Grandstand" and asked why. They said they didn't think anyone would be interested.
With attitudes like that, is it any wonder that the formula is collapsing? I'd like fellow readers to write to the BBC to express their interest in our No two series. Surely we can't let our sport to suffer in this way?

Stephen Hornsey,
145 Village Way,
Beckenham
Kent

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